

INSTALL TIME: 1 - 2 hours

DIFFICULTY LEVEL: 3

TOOLS NEEDED: socket driver
17 mm socket
19 mm socket
22 mm socket
5/8" socket
22 mm wrench
7/8" wrench
15/16" wrench
hammer
breaker bar (optional)
WD-40 (optional)



1. Begin by safely lifting and supporting the rear of the vehicle. Remove the wheels. Remove the cotter pin from the toe link stud. Loosen the nut below with a 17 mm socket, a breaker bar will help. Thread the nut all the way to the end of the stud, but do not remove it. (Fig 1 and Fig 2)



Figure 1



Figure 2

2. Once the nut is threaded to the end of the toe link stud, hit the top of the nut with a hammer. It may take a few hits, spraying the stud with WD-40 will make this easier. (Fig 3 and Fig 4)



Figure 3



Figure 4

3. Loosen the cam bolt with a 19 mm socket and 22 mm wrench. Remove the OEM toe link. This can be done with the trailing arm and e-brake cable still installed. You will need to move the tie rod stud forward and then position the toe arm so it can be angled out. (Fig 5 and Fig 6)



Figure 5



Figure 6

4. Remove Racer X toe links from product box. Position toe link so it is above the trailing arm and e-brake cable. Then slide M14 bolt through frame with eccentric washers (square washers) onto each side. Finally, thread on M14 lock nut. (Fig 7, Fig 8 and Fig 9)



Figure 7



Figure 8



Figure 9

5. Remove the fasteners and lock washers from the toe link studs. Place stud into knuckle. You may need to move the e-brake cable to allow for clearance. Position the rod onto the bottom of the stud and slide on. Again, you may need to move the e-brake cable for clearance. (Fig 10 and Fig 11)



Figure 10



Figure 11

6. Place lock washers onto the toe link stud and thread on lock nuts. Tighten lock nuts using a 5/8" socket and 15/16" wrench. **Torque top nut to 38 ft/lbs, and torque lower nut to 52 ft/lbs.** (Fig 12)

NOTE: It is normal for the bottom of the stud to not sit flush against the knuckle. The stud seats on the taper. Also, torque the top nut first or the stud will spin.

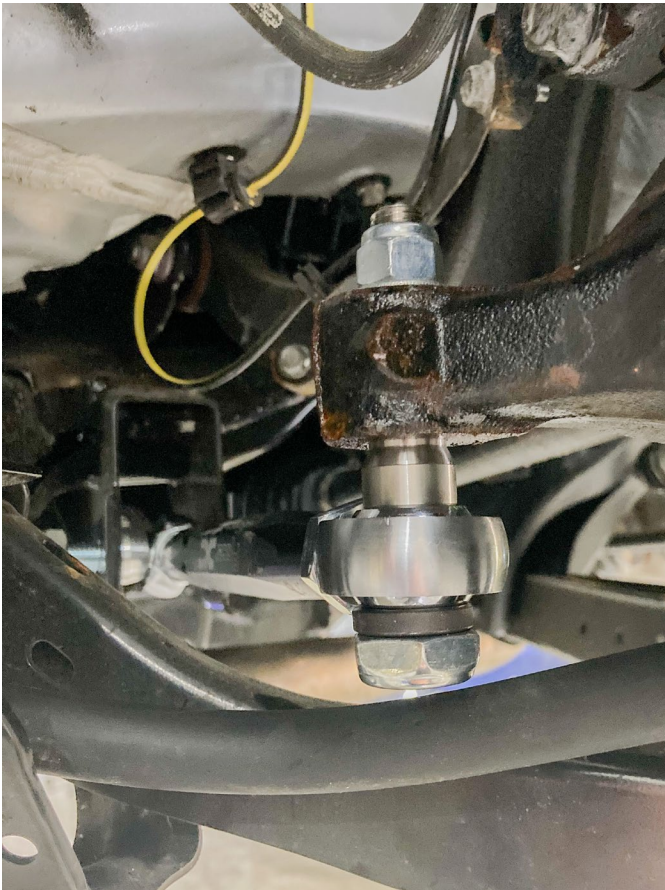


Figure 12

7. Tighten eccentric lock out bolt using 22 mm socket and 22 mm wrench. **Torque to 58 ft/lbs.**

You can now adjust the toe by turning the center aluminum body. Use a 7/8" wrench if needed. Once you have the desired toe adjustment, tighten the jam nuts using a 15/16" wrench. (Fig 13)

NOTE: The side of the toe link that has a notch uses a LH thread. You will need to tighten this side in the opposite direction (counter-clockwise).

Installation is complete!! **An alignment is highly recommended and paramount for correct installation.**

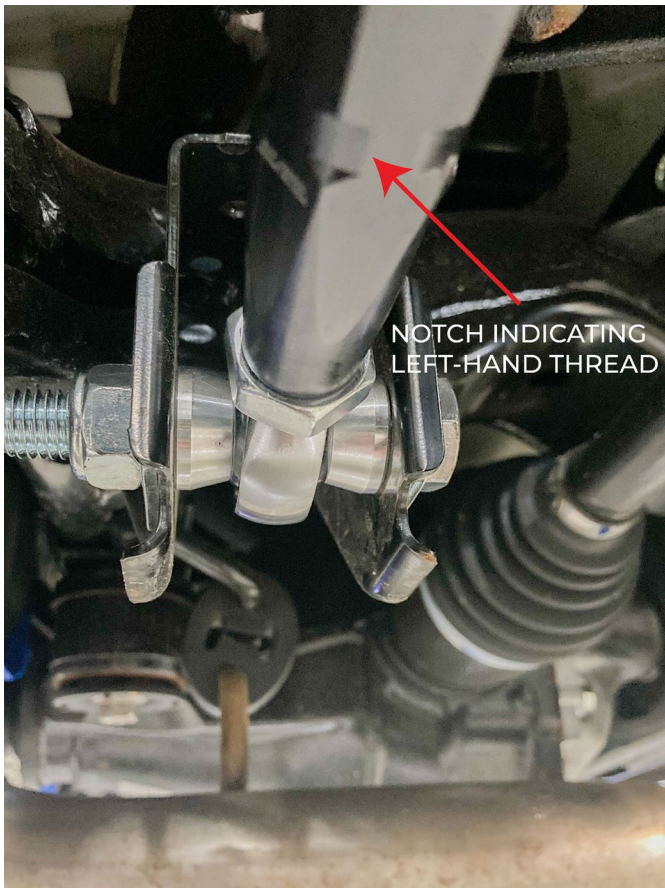


Figure 13