

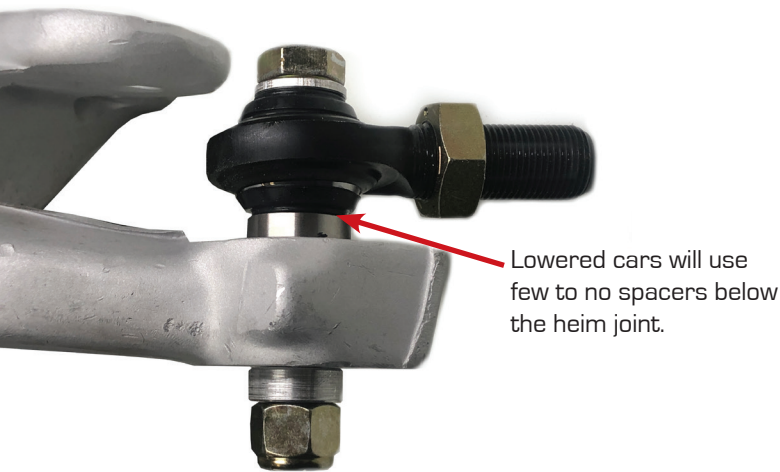
Installing the HD Toe Rod Kit

1. Make sure the car is securely lifted in the air.
2. Remove the factory toe rod assembly.
3. Measure the factory assembly to establish a length for the new system for toe-in and write the numbers down.
4. Assemble the new kit and lay it out to measure against the factory system.
5. Install the new pre-built center section of the kit. Torque to factory specs.
6. Install the sleeves with rod ends and hardware.
7. Cone style spacer provided in the hardware drops in from the top down to follow the taper of the OE toe rod on the outboard side.
8. The rod end sits on top of the knuckle, like the factory system, with a 1/2" flat washer on each side of the rod end.
9. Drop the 1/2" bolt from the top down.
10. Install another flat washer under the knuckle with the 1/2" nyloc nut. Torque to 50 ft/lbs wet or 55 ft/lbs dry.

Both rods should be symmetrical, meaning they should have the same amount of threads showing inboard and outboard on both sides.

Desired toe-in is .125" Total Toe-In





**** You want the toe rod bars to be near parallel to the ground at ride height to minimize bump steer. We suggest driving the car a short distance before dialing in the bump steer spacers or adjusting the center mount.**

1. Set the car on an alignment rack and set the toe.
2. Next, compress the suspension at least 1 inch. This can be done by securing a winch ("come-along") to the floor and winching down on the front cross member, or otherwise depressing the front bumper. Measure the ride height with the suspension compressed. You will need to compress the suspension to this same height again later. Read the toe at the new compressed height and again at normal ride height. Compare the two readings. The goal is to have the smallest possible change in toe between the at-rest and compressed suspension height.
3. Rearrange the spacers and repeat step 2 from above. It is basically a process of trial and error until you achieve the smallest possible toe-change. See Tips below. Important: Compress the suspension the same amount each time so that you can compare the toe readings accurately. Important: Make sure you compare the "at-rest" and "compressed" readings to find the toe change each time you try a different arrangement of spacers. Do not directly compare the compressed toe readings, because the static toe will change when the spacers are rearranged. It is the toe-change due to suspension movement you are trying to reduce, not the total toe reading. If this is confusing, start at step 1 and reset the toe to the desired "at-rest" setting for each arrangement of spacers you try. That way the "compressed" toe readings can be compared directly. It is often impossible to achieve absolutely zero toe-change. It is better to arrange the spacers so that the car toes-in slightly when the suspension is compressed instead of toeing out.
4. Once the spacers are arranged in their optimum position, reset the toe to the desired setting. Tips to help find the correct setting more quickly:
 - **If the stock spindle and ball joints are used, the best position is more likely to be with the rod end at the middle to top of the stud (more spacers below the nylon nut).**
 - **For those with adjustable trailing arms, caster angle settings affect bump steer. Increasing caster with caster/camber plates raises the outer tie-rod. The more caster is added, fewer spacers will be needed below the rod-end to compensate.**

