



2013-2017 Gen V Rear Adjustable Toe Link

Overview:

The rear adjustable toe link rod allows for easy and precise toe adjustment.

High strength steel stud and nuts and precision PTFE lined rod ends. Includes stainless steel heat shield for protection from brake heat during track use and aluminum rack spacers to replace the OEM plastic versions. Lighter weight than the OEM tie rod; saves ~1.2 lbs per side.

Compatibility:

Compatibility with all 2013-2017 Vipers.

Construction:

Cadmium plated 4340 steel stud, 6061 hard anodized aluminum spacers, coupler and nut locks, aerospace grade rod end / bearing with PTFE liner, stainless steel heat shields.



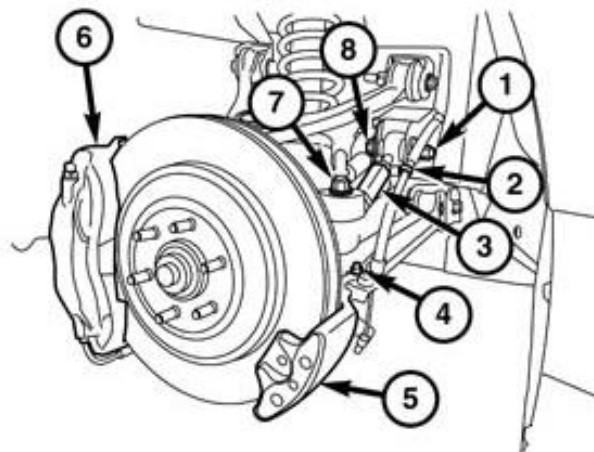
Rear Adjustable Toe Link

Ordering Information:

<http://dougshelbyengineering.com/>

Installation Guide:

Before removal of the OEM toe link, first adjust the length of the DSE toe link to the closest possible approximate length of the OEM length (bolt center to bolt center). You can do this at any stage before loosening the cam bolt on the OEM Link. This simply makes alignment quicker after installation.



Rear Toe Link Removal (excerpt from Gen V Service Manual):

1. Raise and support vehicle.
2. Remove wheel and tire assembly.
3. Remove the parking brake caliper (5)
4. Remove the wheel speed retainer (2) from the parking brake cable.
5. Remove plastic appearance cap from toe link stud.
6. Remove nut (7) from the toe link at knuckle.
7. Release toe link (3) from knuckle.
8. Remove toe link cam bolt and nut (1,8).
9. Remove toe link (3) from vehicle by sliding it out of its mounting bracket and "U" channel, then out through rear wheel opening.

NOTE: Do not use a pickle fork or ball joint separator to remove the toe link tapered stud as the ball joint seal is made from a soft, heat resistant, silicone and damage to the seal will occur. A rubber, plastic or brass mallet used on the end of the ball stud is advised.

Installation:

The adjustable toe link comes assembled except for the nut locks. Take note of the stack up before disassembling for installation on the vehicle.

Inboard Side:

Place the aluminum locators on either outboard side of the frame tabs. Insert the rod end and spacers between the tabs. Secure the inboard side with the bolt and locknut torqued to 60 lb-ft.

Outboard side: Remove the upper stud bolt and install stud onto steering knuckle. The split lock washer should be on the top side of the knuckle.

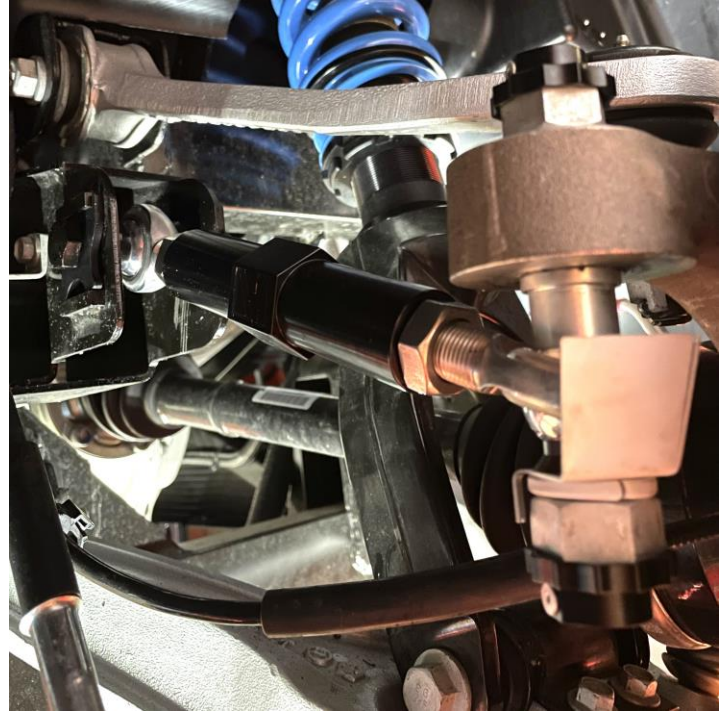
Check the stack up on the bottom side of the knuckle. It should be (top to bottom) rod end, aluminum spacer, heat shield, split lock washer, and nut.

Tighten both the top and bottom nuts while holding the heat shield in place so that it will protect the rod end from the rotor heat. Tighten until the lock washers are almost fully compressed.

Check the hole alignment on the top and bottom nut locks for reference. Continue to tighten top and bottom nuts until the split lock washers are fully compressed.

Install the nut locks with the wavy washer between the nut and nut lock. If the holes do not align with the holes in the stud, tighten or loosen slightly to adjust for alignment. Use Loctite on the nut lock flat head screw before final installation.

Double check alignment of everything including the heat shield. When happy with the shield placement bend the locking tab into place so it holds the shield location relative to the top side nut. The shield may be bent to close in the gaps between sides.



Rear Toe Link Installed

Steering Setup

The toe link is used to make toe adjustments. Perform an alignment per the service manual and adjust toe link length as necessary. Once everything is set, tighten the adjuster nuts in place to secure the length. Inspect to ensure everything is tight and there is no play in the installation.

Inspection and Maintenance:

Periodically inspect all parts to ensure there is no damage and everything is sufficiently tightened.

Thank you for your purchase!

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