



Installation Instructions: Adjustable Rear Toe Links

*Read all instructions before beginning work.
Following the instructions in the proper sequence
will ensure the best and easiest installation.
Contact us at sales@allanglesdesign.com for
questions or comments about the installation
process.*



TOOLS REQUIRED:

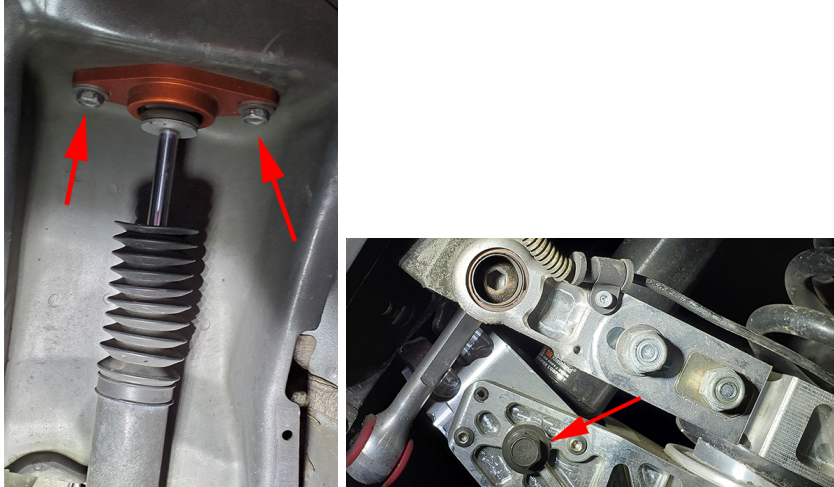

- 18mm Socket
- 18mm Open End wrench
- Torque Wrench
- 16 mm Socket
- 10mm Socket
- 8mm Hex/Allen head
- 3 mm Hex/Allen head
- 17 mm Socket
- 7mm Hex/Allen head


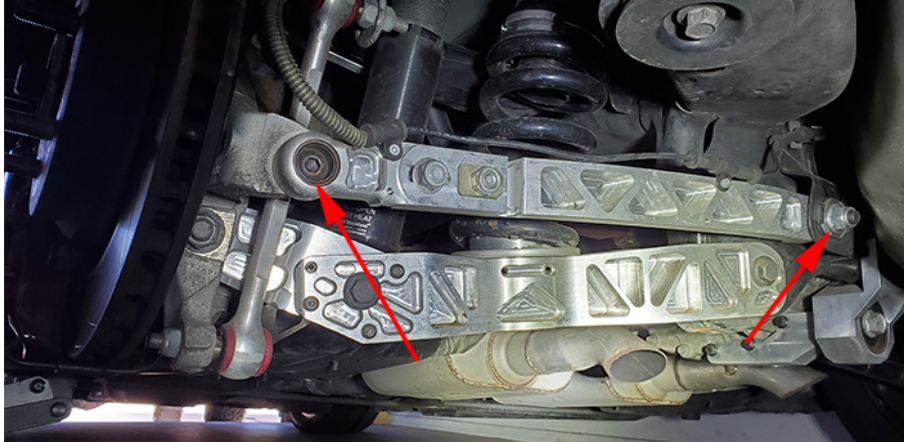

KIT CONTENTS:

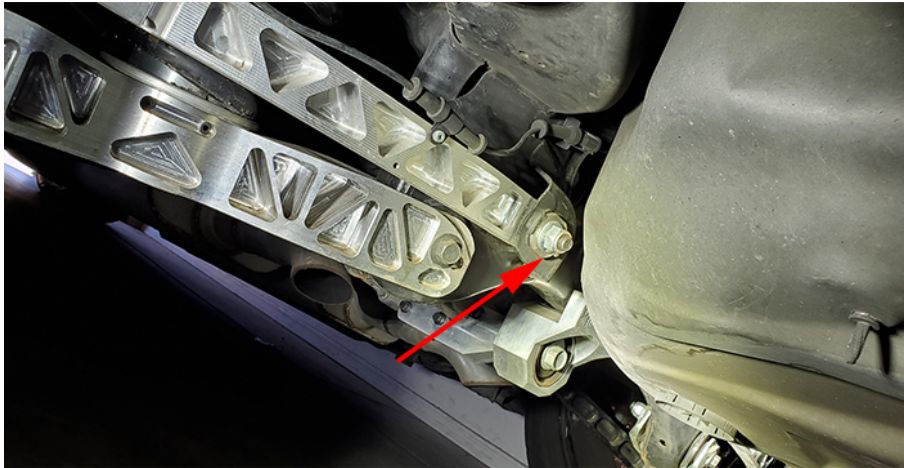
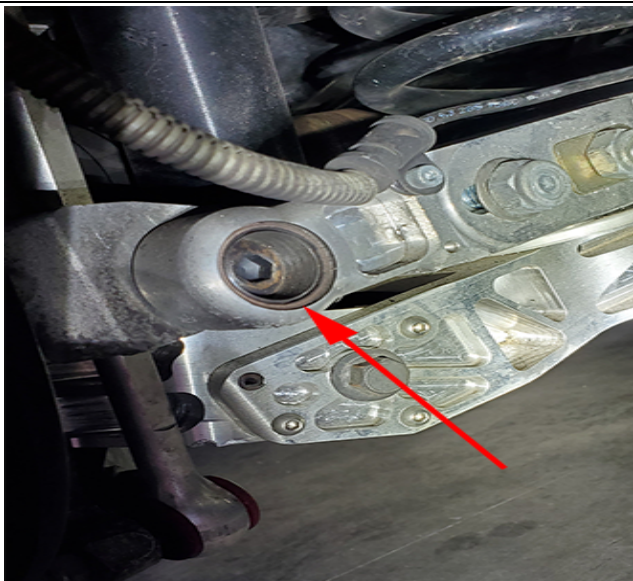
- 2 x Billet Adjustable Rear Toe Links with Urethane Bushings
- 2 x Billet Adjustable Rear Toe Link Spheriflex Ends
- 12 x Additional Offset Tabs (Six additional settings x 2 tabs each)
- 2 x Short Button Head Bolts
- 2 x Long Cradle Flange Bolts With Locking Flange Nuts
- 4 x Cradle Lock Outs
- 2 x Washers
- 4 x Wire Clamp Screws
- 4 x Wire Clamps
- 4 x Arm Adjustment Lock Nuts

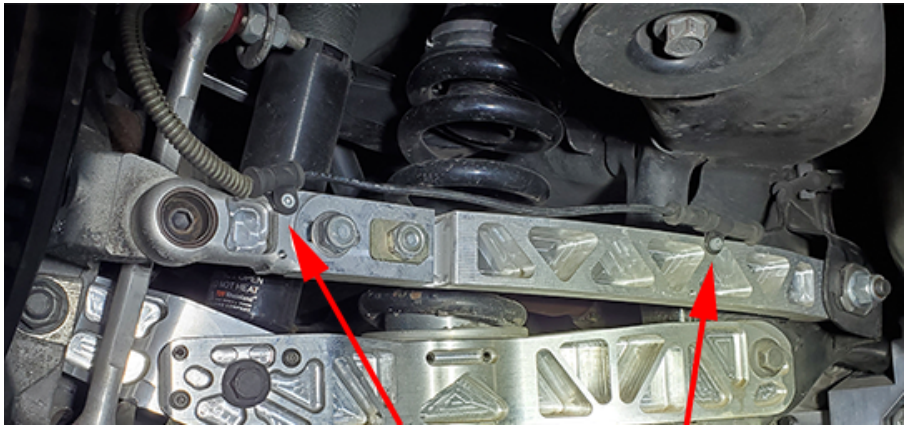


Caution! Installing this product requires disassembly of some suspension components. If you are not confident you can complete the job safely, have the work performed by a certified technician.

<p>1.</p>	<p>Securely lift the rear of the car off the ground and place it on jack stands. Remove rear tires. Note: Be sure to chuck the front wheels so the car does not roll.</p>	<p>You have two options in how to remove the driver's side inner bolt. We supply new bolts, you will NOT have to purchase a new bolt to install our kit.</p> <p>1.The drivers side cradle needs to be lowered down to remove the factory cam bolt holding the toe arm to the cradle. (Start at Section 1.)</p> <p>2. Loosen drivers side inner toe link mounting bolt back enough to cut the head off. Cut the rearward side of the bolt off and pull it out the front of the cradle.(Proceed to Section 6.)</p>
<p>2.</p>	<p>Remove the two upper shock bolts or the one lower shock bolt, on the drivers side only.</p>	
<p>3.</p>	<p>Pull back the inner fender liner and remove the 10mm bolt holding the brake line bracket. On the drivers side only.</p>	

<p>4.</p>	<p>Place the jack under the cradle, and remove the two cradle 18mm bolts holding the cradle to the body. Lower the jack down slowly, (about 4 to 6 inches) use the 18mm wrench and socket to loosen and remove the inner bolt.</p>	
<p>5.</p>	<p>Raise jack and re-install the two 18mm cradle bolts. Torque them down to 136ft lbs. Reinstall your shock bolts and brake line bracket bolt.</p>	
<p>6.</p>	<p>Remove the inner and outer bolts and nuts holding the factory toe links to the cradle and knuckle using your 18mm socket and wrench.</p>	
<p>7.</p>	<p>Assembly of Arms: The bolts should be pressed into your long part of the toe link arms. Put the end over the bolts and install with provided tabs (recommend 0 tabs as alignment after installation is required). use the 4 provided M10 nuts and 2 washers to assemble the arm together. Torque the m10 bolts to 35 ft lbs. Only 2 washers are supplied; they are for the non tab bolts.</p>	

<p>8.</p>	<p>Install the arms on the cradle side first using the supplied long black bolts. insert the bolt from the forward side of the cradle. Slide on cradle lockout over the bolt first insert the arm into the cradle and slide the bolt through. Place the lockout on the other side of the bolt and attach the nut. The lockouts are meant to fit tight around the bolt so some pressure may be needed. Additionally the oval part of the lockout will slide into the oval in the cradle. If the lockouts do not sit flush they are not installed correctly.</p>	
<p>9.</p>	<p>Swing the arm up to meet the knuckle insert the black button head bolt into the spheriflex ball and through the knuckle. Reuse the oem flange nut.</p>	
<p>10.</p>	<p>Tighten the through cradle bolts to 75 ft lbs and the knuckle through bolts to 60 ft lbs.</p>	

<p>11.</p>	<p>Use supplied plastic cable clamps and 3mm Hex screws to secure ABS wiring to the arm. Do NOT over tighten the screws, they are small and will break.</p>	
<p>12.</p>	<p>Be sure to get an alignment after installation is complete. Below is some more information about the tabs for making adjustments after you have a reading from an alignment rack.</p>	
	<ul style="list-style-type: none"> - The tabs adjust the length of the arms, more notches on the long side of the tab make the arm longer (by .5mm a notch, which equates to right about .13 degrees.) - With the zero (no notches) tabs in the arms and the lockout plates in the slots of your rear cradle the toe should be relatively close to zero (it depends on many small variables in your car, how the control arms were sitting when they were tightened down, etc. - The silver bolts should be torqued to 35 ft. lbs. - You don't need to remove both silver bolts to change settings, just back the non-tab bolt off a half turn or so so it can slide. 	
	<p>Care and Maintenance: These parts require little or no ongoing care or maintenance. We do recommend that 1-2 weeks after installation you re-check torque on all nuts and bolts touched during assembly (including wheel lug nuts!) to verify nothing has loosened up. The bushings are lubricated when we assemble the parts and should not require more lubrication for years. If, however, you experience squeaking from any arm, let us know and we'll help you work through adding lithium grease to stop the noise. Lubrication should be applied between the steel bushing sleeve and the urethane, and not the aluminum arm body and the urethane to prevent squeaking and unnecessary wear.</p>	



CONGRATULATIONS! You have completed the installation of your AAD Performance Rear Adjustable Toe Links. If you have questions or comments about the installation, please email sales@allanglesdesign.com or contact us on our Facebook Page at facebook.com/AllAnglesDesign We sincerely thank you for your purchase and hope you enjoy this and other AAD Performance products.