



Installation: Rear XP (Extreme Performance) Toe Link

Important: before you start. The removal of the factory toe link and installation of the new XP Toe Link will effect the alignment of the car. That is why we suggest that the installation of this part is done at a location where the car can be aligned right after installation. It is also recommended to have the other suspension parts inspected for wear at the same time. Read all the instructions and refer to your factory service manual before you start.

Step 1: Make sure your car is on level ground, your parking brake is engaged and you have the front wheels blocked to prevent rolling. Use a floor jack to elevate the rear end of the car one side at a time (in accordance with the owners manual). Use jack stand to hold it elevated. Remove both rear wheels.

Step 2: Locate the toe link that attaches to the rear facing arm on the rear hub/knuckle assembly. At this point is a good idea to take some precise measurements on the distance from the center of the inner bolt to the center of the outer shaft that you can refer to later. Remove the cotter pin and nut from the end of the toe link. Use a ball joint separator to loosen the taper from the hub/knuckle assembly.

Step 3: Remove the 12mm bolt (17mm head) that attaches the inner part of the toe link arm to the sub-frame. Slide the entire are assembly out. Repeat steps 2 and 3 for the other side.

Step 4: Place the oem toe link next to the XP Toe Link to compare the overall length from the center of the taper to the through bolt end (double checking the measurements you took in step 2). With the jams nuts loose on both ends, adjust the overall length of the new XP Toe Links to match the oem toe link by turning inner gold barrel clockwise or counter-clockwise to make the total length longer or shorter. Once you have that adjusted, tighten both jam nuts against the gold barrel to secure.*By using the aforementioned procedure, the XP Toe Link should be very close to the overall length of the oem that was removed.

Step 5: Re-install the XP Toe Link in the reverse order they were removed. Again, pay close attention to the orientation of the through hole (inner) perpendicular to the tapered shaft (outer).

Step 6: Re-install the bolt (torque to 69 ft lb) and tapered end of the XP Toe Link into the hub/knuckle assembly from the bottom upward so the taper of the XP Toe Link seats correctly in the hub/knuckle. Install the special Nyloc nut on the top. Using a wrench to hold the bolt from the bottom, tighten the Nyloc nut at the top to 42 fl/lb.

Step 7: (Optional but recommended) Apply some grease to the heim joint ball surface on that top and bottom. Install the split rubber boot over the end of the joint and secure with supplied cable ties. One on the shaft and one on the taper sleeve. Be aware, the boot is very tight fit.

Step 8: Re-install wheel/tires and torque in accordance with your wheel manufacturer or service manual. Remove car from jack stands.

Step 9: It is very important to have the vehicle aligned properly at this point. *Driving the car with improper alignment can be dangerous and unpredictable. Also, inspect all suspension components before driving.

Expected results: You should notice a much “crisper” feel from the rear end of the car. Especially when cornering at high speed.

Enjoy!