

## Toe Link DIY

If you have tracked your GT3 or even normal street driving you have probably found that the stock rear toe links do not do a good job of holding the rear toe setting. I have had to align my car 3 to 4 times per season and it changes. I was getting more tire wear on the right rear because it was out of toe.

So I ordered a set of Toe Links form Tarett Engineering. That is the company I ordered from but TRG and Sharkwerks also offer excellent links. You can order the standard toe link it is about 450.00 for the set or you can get a more expensive one that helps with bump steer if you have a lowered car. I don't so I went with the standard link. It is required that you also order the Locking plate. that is an additional 85.00.



I pulled off the tires and put the car on Jack Stands. I took some measurements of the current toe by taking a measurement of the distance from the frame to the rear outer edge of the rotor, this is just a ball park so I can drive it from my Garage to the alignment shop.



I next removed the 4 bolts that hold on the sway bar at the rear of the frame and let it drop down out of the way so I could get at the bolts that hold on the toe link. by the way the torque on that is 18 ft lbs when you put it back on. You can see the one sway bar carrier bolt set just to the right of the tape measure.

I then started to loosen the bolts on the link at the frame side first. note that this bolt must be removed by removing the nut that you can see in the pic above. It is just to the left of the tape measure and above the sway bar. The bolt that you see from the rear of the car is a solid unit that you cannot turn with a wrench See the bolt below.

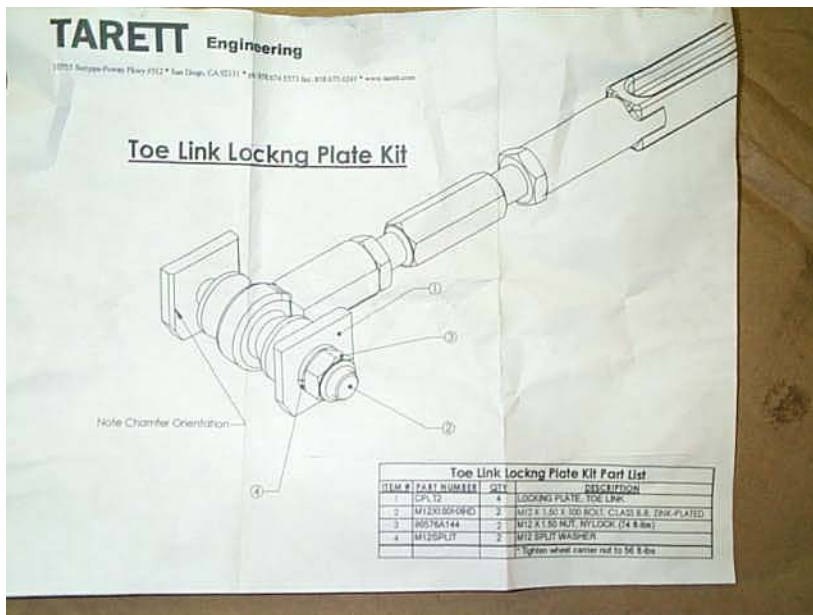


Once the bolt on the frame side is removed then you can remove the nut on the top of the Rotor side I loosened up the bolt so that it just about over the threaded portion of the shaft and put a board on top and Hit it once with a hammer. It popped off on the right rear but on the left rear it

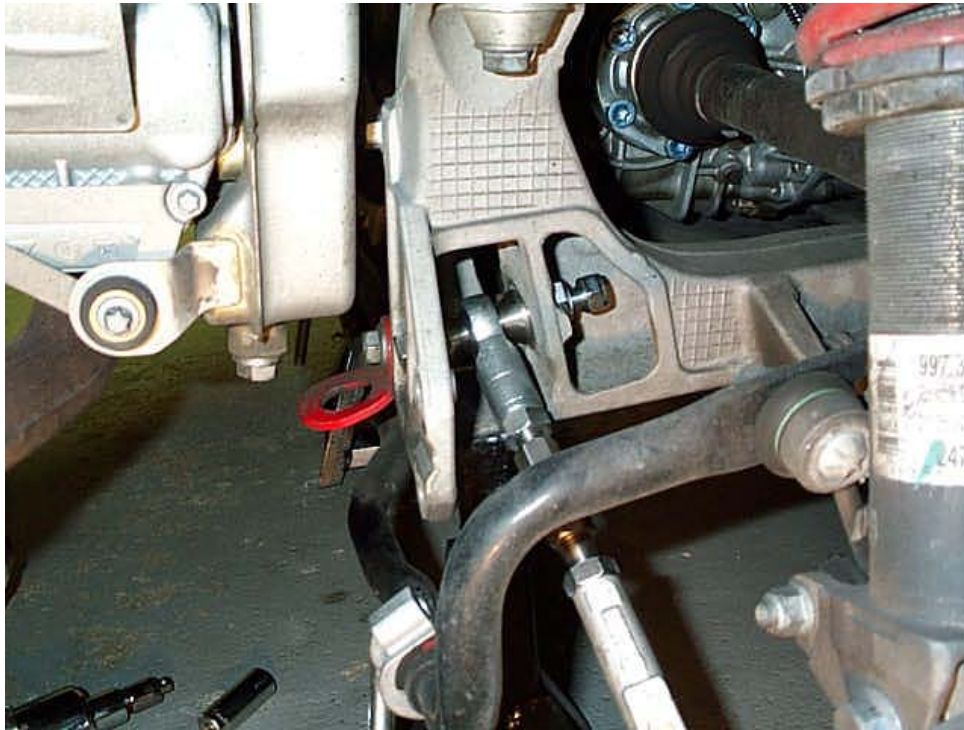
would not, so you will need to have a tie rod end remover with a jaw of at least a 50mm opening or 3 hits with a pickle fork and mine jumped off.



Now that I got the old ones off, installing the new was the same general process, I attached the link at the frame side first. The bolts with a locking plate has specific instructions that you want to be sure that the locking plates had a beveled edge that had to be put toward the frame on install.



I started out by trying to get the links close to the same size as the original. I just wanted it close. So I put them side by side on the floor and eyeballed it. So installing I started out with the frame side first installing the locking plates and bolts



I then put the tie rod end in the rotor side and put on the nut.

The torque settings are 74 ft-lbs for the locking plate bolt and 56 ft-lbs for the wheel carrier nut. and you now have an installed toe link. I got out the tape measure and got as close as I could to what I started with and tightened the jamb nuts.

I put the roll bar back on 18 ft-lbs and took it to the alignment shop. Done Deal.

One set of installed toe links I would say it took me about 3.5 hrs. a bit more time because I was taking pictures.