



Description: PFADT Series Rear Toe Links; Chevrolet C7 Corvette 14-Present  
Part Number: 460-401006-A



**What's in the box:**

Part Number	Description	Quantity
00P-0A1682-A	Threaded Toe Link Tube	2
00P-0P2376-A	Indexed Toe Plates	4
00P-0C1674-A	M12 Subframe Bolt	2
00P-0C1401-A	M12 Flange Nyloc Nut	4
00P-0P2328-B	Decals	2
00P-0C1676-A	RH Rod End	2
00P-0C1678-A	RH Jam Nut	2
00P-0P2429-A	Misalignment spacers	4
00P-0C1677-A	LH Rod End	2
00P-0C1679-A	LH Jam Nut	2
00P-0P2428-A	Tapered Stud	2
00P-0C1656-A	Stud Fastener	2

**Difficulty of Installation:** **Beginner** |-----x-----| **Advanced**

**Reason:** This product is simple to install, requiring no special tools and can be completed on jack stands. *However, professional vehicle alignment is required before driving vehicle.*

**Expected Installation Time:** 2 hours 30 minutes

**Recommended Tools:**

- 18mm combination wrench
- 18mm socket/wrench
- 19mm combination wrench
- 19mm socket/ratchet
- T-40 Torx key or bit
- Torque wrench

This procedure is best performed on a vehicle lift by qualified technicians. If a lift is not available, use an appropriately sized floor jack and jack stands to support the weight of the vehicle.

## DISCLAIMER

This is a vehicle alignment component. An improperly aligned vehicle *will* cause handling characteristics to become dangerously unpredictable and creates unsafe conditions for you and everyone around you.

Perform this installation at the alignment shop or tow your vehicle to the shop after installing them. DO NOT DRIVE YOUR CAR IF YOU ARE NOT ABLE TO GET IT PROFESSIONALLY ALIGNED IMMEDIATELY AFTER INSTALLATION.

### Pre-Installation Tips and Best Practices:

- Take pictures throughout the entire install process
- Regular nut and bolt checks are crucial in maintaining safe vehicle operation, especially in racing applications.
- Re-torque end link bolts, sway bar brackets, and suspension member fasteners after every racing/track event. Also re-torque during regularly scheduled maintenance if installed on a frequently driven street vehicle.
- Mark bolts that have been torqued to spec with a paint pen so fasteners that have been torqued can quickly be identified.
- Thread locking compound is highly recommended on any stressed suspension components.
- The studded rod end is a left hand thread, and belongs to the notched side of the tube.
- The rod end with pressed misalignment spacers is a right hand thread and belongs on the un-notched side of the tube.

<b>Torque Spec Table</b>	
Lug nuts	100 lb-ft
Inboard Toe Link Bolt/Nut	45 lb-ft
Outboard Toe Link Nut	45 lb-ft

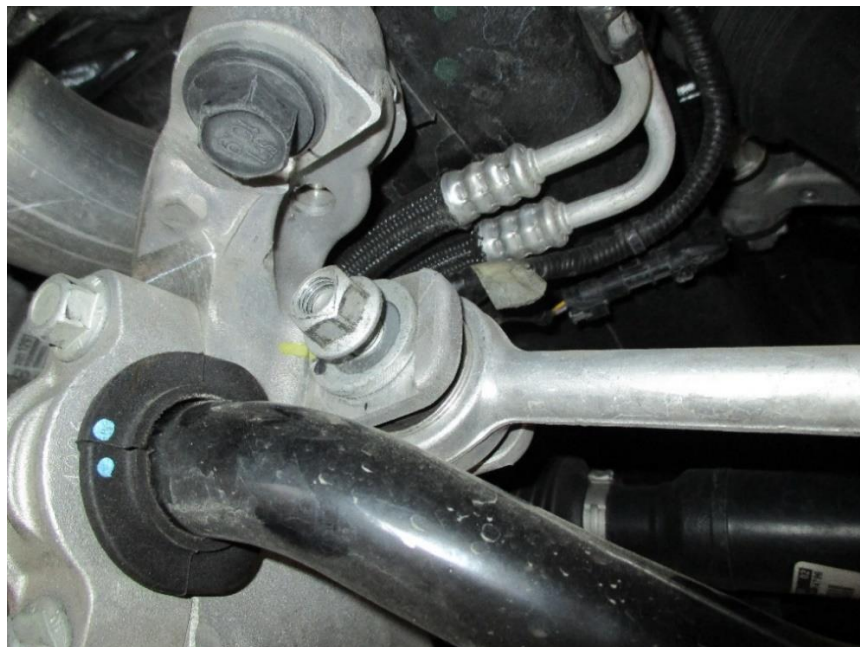
## Installation Procedure

### *OE Rear Tie Rod Removal*

Safely lift and support the car. Remove the rear wheels.



Using two 18mm wrenches/ratchets, loosen the alignment bolt/eccentric washer at the subframe side of the toe link. Remove the nut and eccentric washer but leave the bolt in so the link will stay in place while you move on to the spindle side.

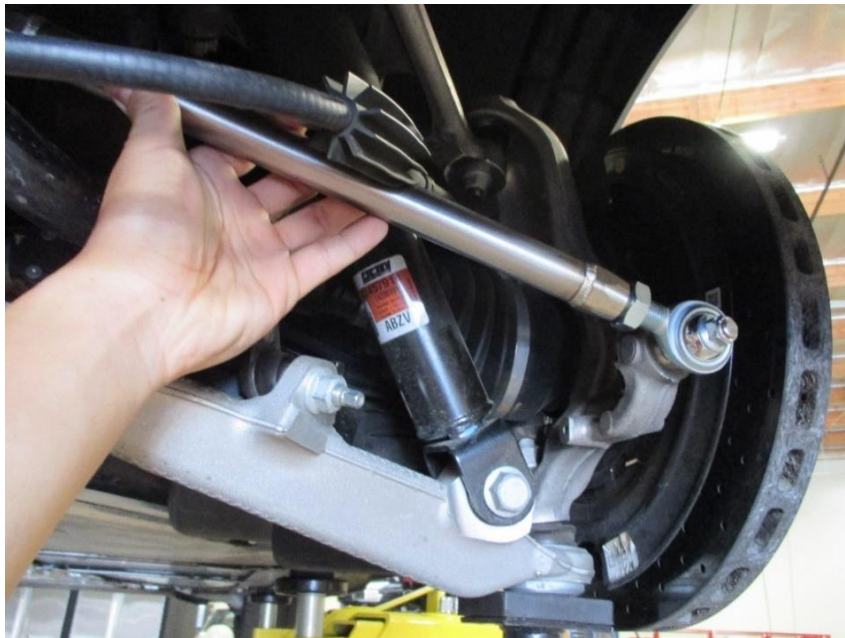


Using an 18mm combination wrench and T-40 Torx key or bit, remove the factory toe link stud from the upright. The end of the stud may need to be gently tapped with a soft faced hammer or mallet in order to unseat the taper.



#### *aFe Toe Link Installation*

Take note of the cable position. The rubber cable protector should be sitting on top of the link when installed.



Install toe plates in subframe slots with notches in the vertical position as shown below. Notches may also be arranged to point upward. Note that this picture does not show the included M12 Nyloc nut installed in order to better represent the plate orientation. Torque this M12 nut/bolt assembly to 45 lb-ft to complete installation on the subframe side.



The spindle side of the toe link is installed in the same way as the factory link. Insert the tapered stud and fasten the Nyloc nut onto the stud using a 15mm open ended wrench and a 19mm wrench on the nut side. The picture below shows the tool placement on the assembly on the stud. The spindle is not shown in order to show the wrench flat on the stud. Torque this nut to 45 lb-ft when installed in car.

**Do not hold using the smaller Nyloc nut on the back side (short side) of the stud depicted as shown below (Figure 1).**

*Figure 1 INCORRECT TOOL POSITION*



Only use the machined wrench flats when tightening the M12 nut, as shown in Figure 2.

*Figure 2 CORRECT TOOL POSITION*

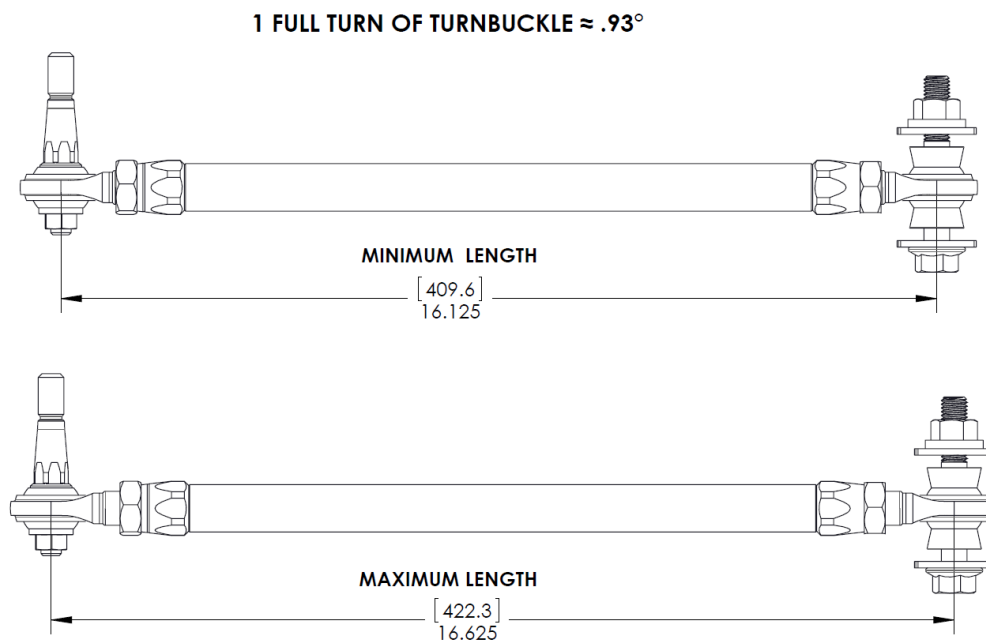


Repeat procedure on other side of vehicle.

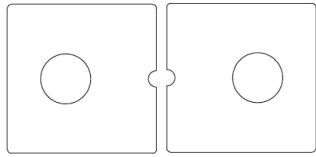
Reinstall wheels and proceed with standard alignment procedure.

## Adjustment range information

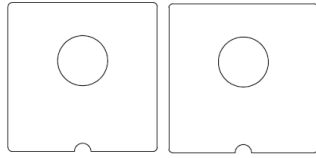
- Each toe link has a total adjustment range of 0.5 inch.
- This equates to about 4.5 turns from minimum to maximum length.
- **1 full turn of the turnbuckle will result in roughly 0.93° of toe change per tire.**
- The provided toe plates are drilled 0.157" [4mm] off center. Changing from vertical to horizontal in either direction will change the toe by approximately 1.3°, respectively.
- Set rod end center to rod end center distance to as close to 16.37" as possible with plates in the vertical position (see next page for diagram) on both sides of the car. Start baseline measurement and fine tune from this position.
- Make sure to lock down both left-hand and right-hand jam nuts after reaching desired alignment setting.
- **Adjustment outside of this range is NOT recommended, as rod end strength is reliant on adequate thread engagement.**



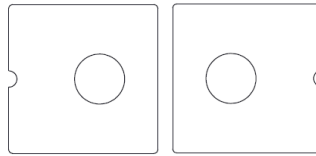




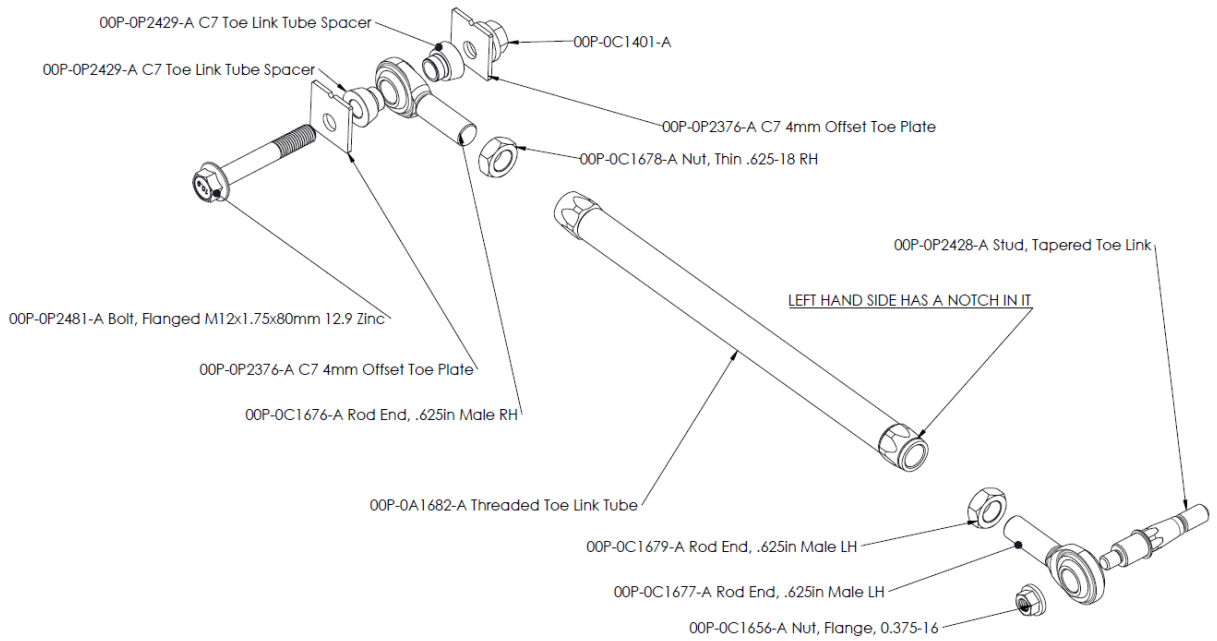
Inboard plates: Notches facing toward centerline of vehicle



Vertical plates: Notches facing toward ground or sky



Outboard plates: Notches facing away from centerline of car



**Contact customer support with questions.**



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