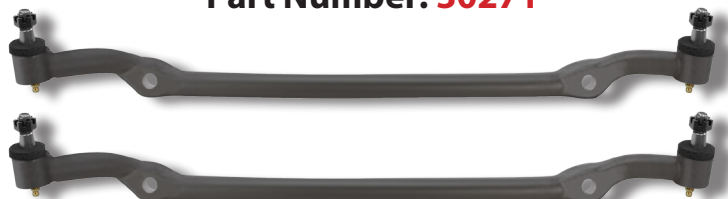




Drag Link Installation Instructions

Part Number: **30271**



Description & Highlights

The Afco 30271 drag link enables the use of shortened tie rod assemblies, which reduce the toe-out or "bump steer" during suspension travel that is common to 1978-88 GM midsize ("metric") chassis.

The Afco 30271 drag link positions the inner tie rod ends further apart than the original equipment drag link. Consequently, it will be necessary to shorten both tie rod assemblies in order to maintain your original toe settings when installing this drag link on a GM metric chassis.

For Applications with Non-stock (Heim Joint) Tie Rod Ends

If you are using rod ends (Heim joints) and tubular tie rod threaded sleeves, you can switch to shorter tubular tie rod threaded sleeves to shorten your tie rod assemblies. Make sure that at least 1" of thread engagement is maintained for each threaded component (check thread engagement after toe has been reset).

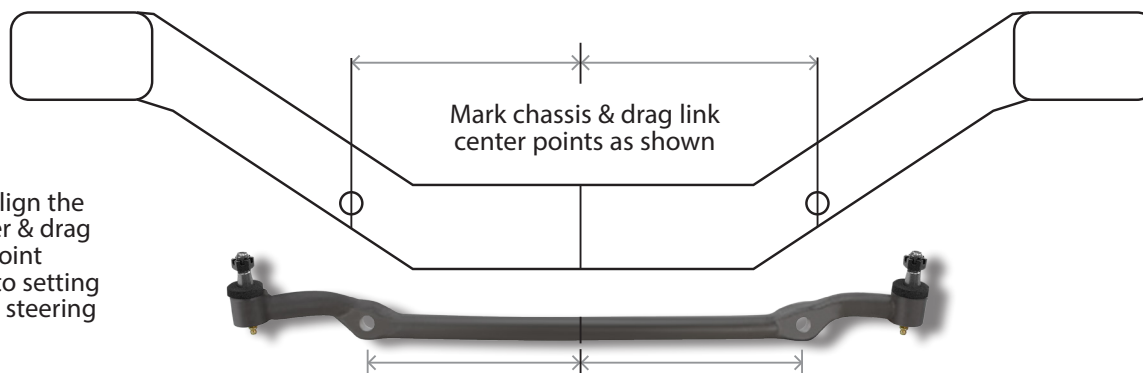
For Applications with Stock Tie Rod Ends

If your chassis is equipped with the original type tie rod assemblies, you will have to trim approximately $\frac{1}{2}$ " to $\frac{3}{4}$ " off the threaded end of each inner and outer tie rod end. Another option is to replace both stock, RH thread tie rod ends with AFco # 30201 tie rod ends (use with the stock length LH thread tie rod ends and the stock threaded split sleeves).

Make sure that at least 1" of thread engagement is maintained for each tie rod end no matter which method is used to shorten the tie rod assemblies (check thread engagement after toe has been reset).

Upon installation of the Afco 30271 drag link, you will notice that the angles of the idler and pitman arms have changed; this is okay.

For best results, you should center the drag link prior to setting toe. You can use the diagram below to insure that the drag link is correctly centered in the chassis:



NOTE: Turn steering to align the crossmember & drag link center point marks prior to setting toe or bump steering the chassis.

RECOMMENDATION

(Use quality bump steer gauge)

It is recommended that you use a quality bump-steer gauge to further reduce any toe change or wheel steer due to suspension movement. Be sure to center the steering, as per the above diagram, prior to performing any bump steer operations.



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