

Scion Tc Rear Endlink Installation Instructions

Tools needed:

14mm sized box wrench
15mm sized box wrench
Ramps
Creeper
Rag
14mm Socket Set
Ruler

Step 1:

Back your tC onto the ramps.

Note- It is imperative that the vehicle remains with full suspension load on the spring and shock assembly to ensure the endlinks are installed correctly. If the car is lifted off the ground and the endlinks are installed, this will cause unusual suspension torsion, which can and will lead to failure of your endlink assembly. DO NOT JACK THE CAR UP!

Step 2:

Take note of the current stock endlink location. This is exactly where your new Dezod Rear Endlinks are supposed to be installed.

Step 3:

Proceed to remove the (2) 14mm bolts holding each endlink to the sway bar and the chassis on each side. Set these aside.



Step 4:

Take out your new Dezod Rear Endlinks and remove them from the box. Take note how long the endlink needs to be to center to center (from the middle of the top heim, where the bolt goes through, to the bottom of the bottom heim, where the bolt goes through) to mate up to your sway bar setting according to stiffness setting you desire.

NOTE- The stock endlink measures a center to center distance of approx 3.919". Our endlink assembly can be adjusted from 3.869" up to well over 4.25". This allows for various range of adjustment to accommodate for a softer setting all the way to a full race hard setting.

NOTE 2-We also recommend starting with the stock endlink height. If the vehicle is lowered, the endlink will have to be slightly shorter to accommodate.



Step 5:

Inspect and assume what sway bar setting you will want to run. After chosen, measure the center to center distance of the sway bar hole with the chassis mounting point. Then proceed to adjust the length of the Dezod endlink to match in measurement by simply loosening the heims off of the stud that connects them together.

Once the length is verified and correct, proceed to tighten the 15mm jam nuts on the endlink to ensure that the length of the unit does not alter at all during suspension travel.





Step 6:

Mock the new endlink assembly to ensure that the bolts coming out of the heim are as horizontal as possible when mounting. If they are not, adjust up or down accordingly.

Step 7:

The new endlink assembly should now be almost ready to install.

One washer should be between the head of the hex bolt and the “ball” of the heim. Another washer should be in place on the other side of the ball between the ball and the sway bar.

NOTE-The ball should never touch the sway bar or a mounting point, only the washers.

NOTE 2-There may be a need for additional spacing between the ball of the heim and the mounting location on the sway bar and/or chassis. If so, proceed with sourcing 3/8” washers until you have reached a comfort level of horizontal nature in the bolt itself when mounted. The endlink should be perpendicular to the ground and standing almost 100% straight up and down. Do not mount in angled toward rear or front of car. This is very critical.

Step 8:

Now begin to thread on the nylon locknut onto the bolt and begin tightening the assembly until it’s snug. Do not batten down on the assembly just yet! Try to get all of the bolts to the same tightness, and then proceed to tighten the bottom down, then the top, while still ensuring the endlink assembly stays as perpendicular as possible with the bolts staying as horizontal as possible.

Step 9:

Proceed to pull the car off the ramps and clean up your mess.

Step 10:

Go and gently take the car for a ride around your area with some easy turns and such to ensure all of the assembly is working properly. After you have cautiously tested the new endlinks, please go back and inspect that nothing has become loose, and everything is still as perpendicular and horizontal as possible.