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Go Fast or Go Home

Toe Plates: TOE-PLT

Thank you for purchasing a 777Developments product, we hope you love your product as much as we love making them.

Our products are designed for off road use by professionals. You should always have your work checked by a qualified mechanic, especially when dealing with steering and brake components.

We always like to see our products in action so please share your images with us either on Facebook or at 777DEV.co.uk

The toe plates are designed to be used both at home and at the track to make quick and accurate toe changes on a vehicle that has previously been aligned. If you have a vehicle that has just had an array of adjustable arms fitted, or a big smash, we recommend using our stringing kit to get the wheels pointing in the right direction to start with.

The toe plates are designed to work both on the front and rear of most vehicles

Toe alignment procedure:

1. Park the vehicle on flat, level ground making sure that the suspension is fully settled.
2. Centre the steering, this should be either locked or periodically checked to make sure it has not moved during adjustments. If you do not have a steering wheel lock, a bungee cord through the centre spoke down to the pedals often works very well.

3. Place the first plate against the wheel rim, using the centre line to align the plate with the centre of the hub.

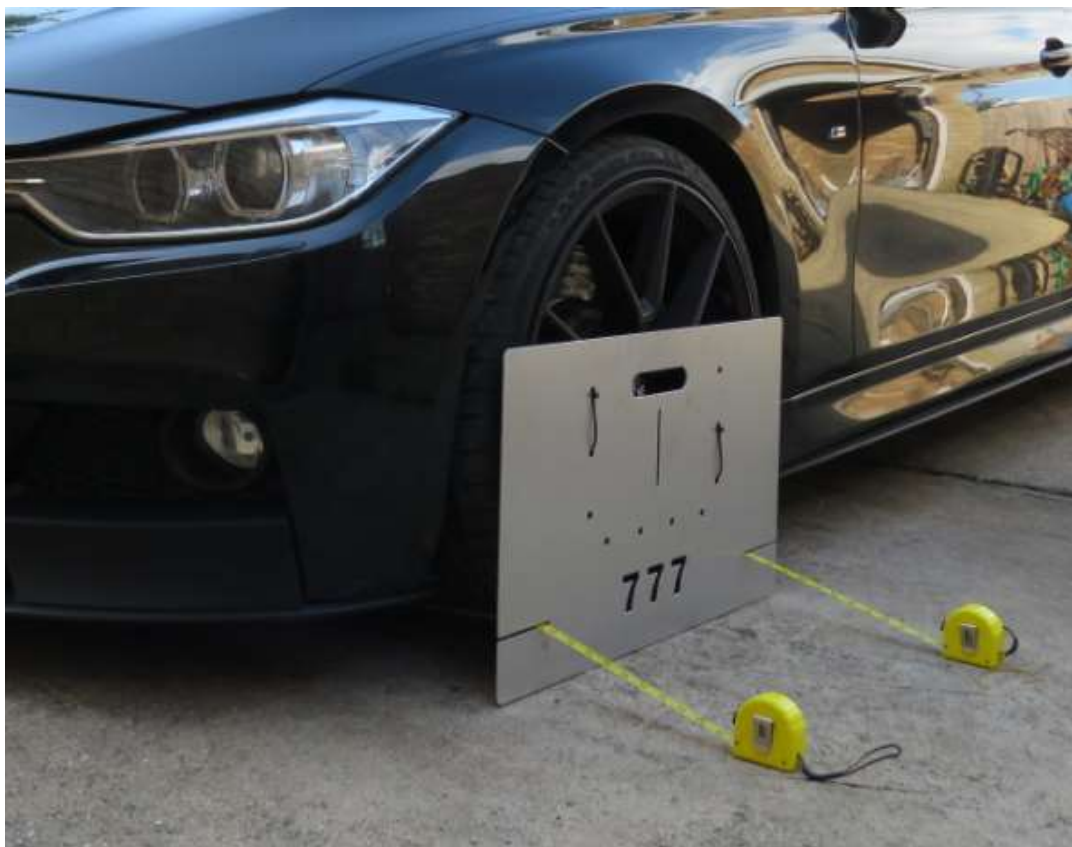


4. Use the holes to cable tie the plate to the wheel. Making sure the plate is still central, is in equal contact with the wheel rim/tyre around its radius and does not deform from excessive cable tie force.



5. Repeat this procedure for the opposite wheel. Check the steering is still straight once complete.

6. Thread the tape measures under the vehicle and lock them into the slots on both plates, making sure they are as far into the slot as possible. This will affect your degree calculation if not correct.



7. Pull the tapes tight and observe the reading at the exact point the tape exits the plate.



8. Now for the math... Luckily, we have done the trigonometry for you and fixed all but 1 variable!

Take away the smaller number from the larger number.

For every 1mm difference you have measured you have 0.125° Total Toe.

If the front of the wheel is the larger number you have toe out, if the rear of the wheel has the larger number then its toe in. Super simple!

The magic number to remember (or jot down on your plate for later) is

$$4\text{mm} = 0.5^\circ \text{ Total Toe}$$

Example from the above images:

Front measurement - 1807mm

Rear measurement - 1811mm

$$1811 - 1807 = 4$$

$$4\text{mm} = 0.5^\circ \text{ Total Toe}$$

Larger measurement is rear of wheel = Toe in

0.5° Total toe in