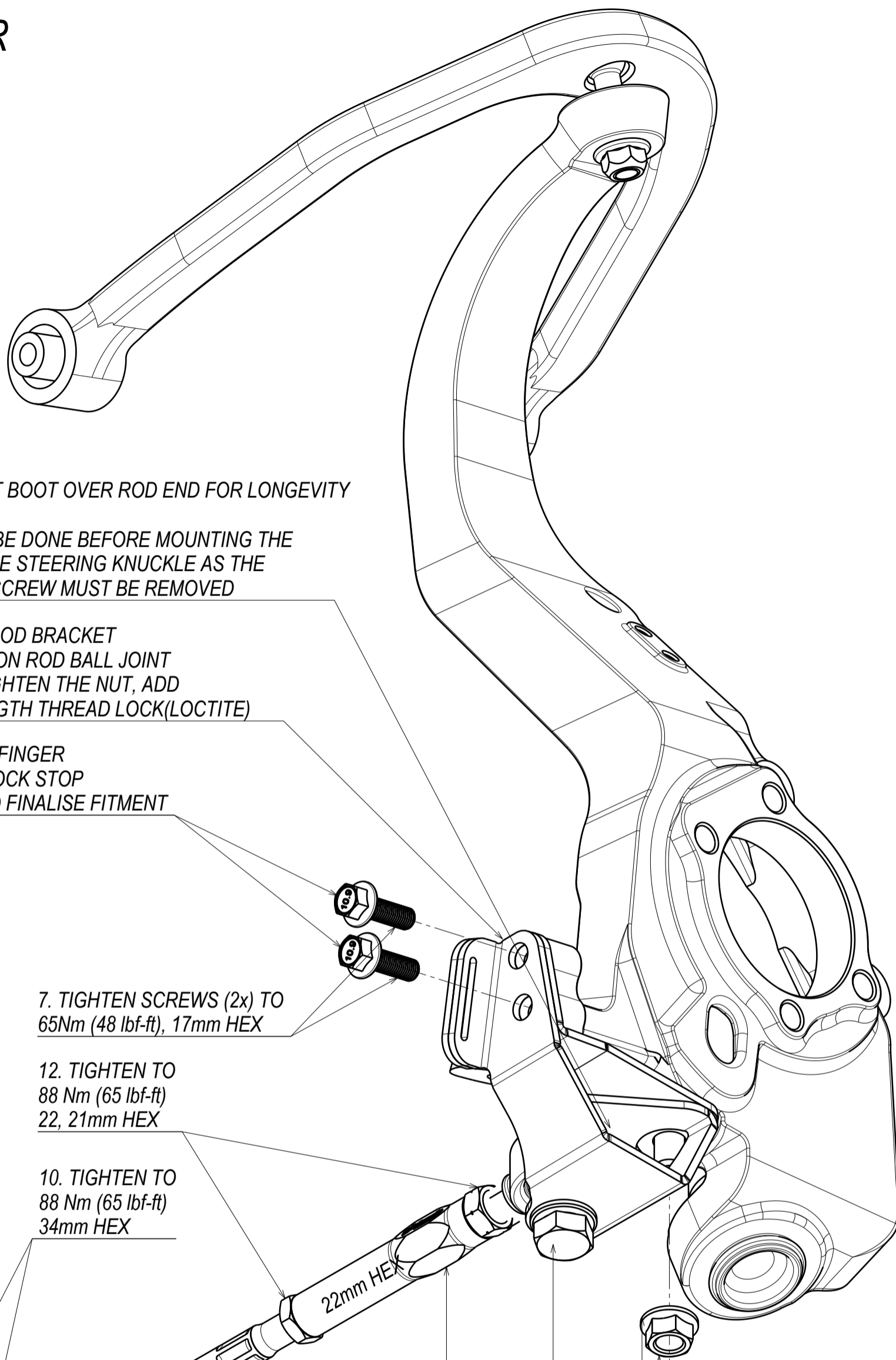


V3 Z33X-SSTR



3. INSTALL DUST BOOT OVER ROD END FOR LONGEVITY

NB! THIS MUST BE DONE BEFORE MOUNTING THE BRACKET TO THE STEERING KNUCKLE AS THE BUTTON HEAD SCREW MUST BE REMOVED

4. INSTALL TIE ROD BRACKET TO COMPRESSION ROD BALL JOINT AND FINGER TIGHTEN THE NUT, ADD MEDIUM STRENGTH THREAD LOCK(LOCTITE)

5. INSTALL AND FINGER TIGHTEN THE LOCK STOP SCREWS (2x) TO FINALISE FITMENT

7. TIGHTEN SCREWS (2x) TO 65Nm (48 lbf-ft), 17mm HEX

12. TIGHTEN TO 88 Nm (65 lbf-ft) 22, 21mm HEX

10. TIGHTEN TO 88 Nm (65 lbf-ft) 34mm HEX

11. ADJUST TOE

4. TIGHTEN BOLT TO 90 Nm (65lbf-ft) 24mm HEX

1. REMOVE OUTER TIE ROD AND LOCK STOP FROM KNUCKLE

2. REMOVE COMPRESSION ROD NUT FROM THE ASSEMBLY 19mm HEX

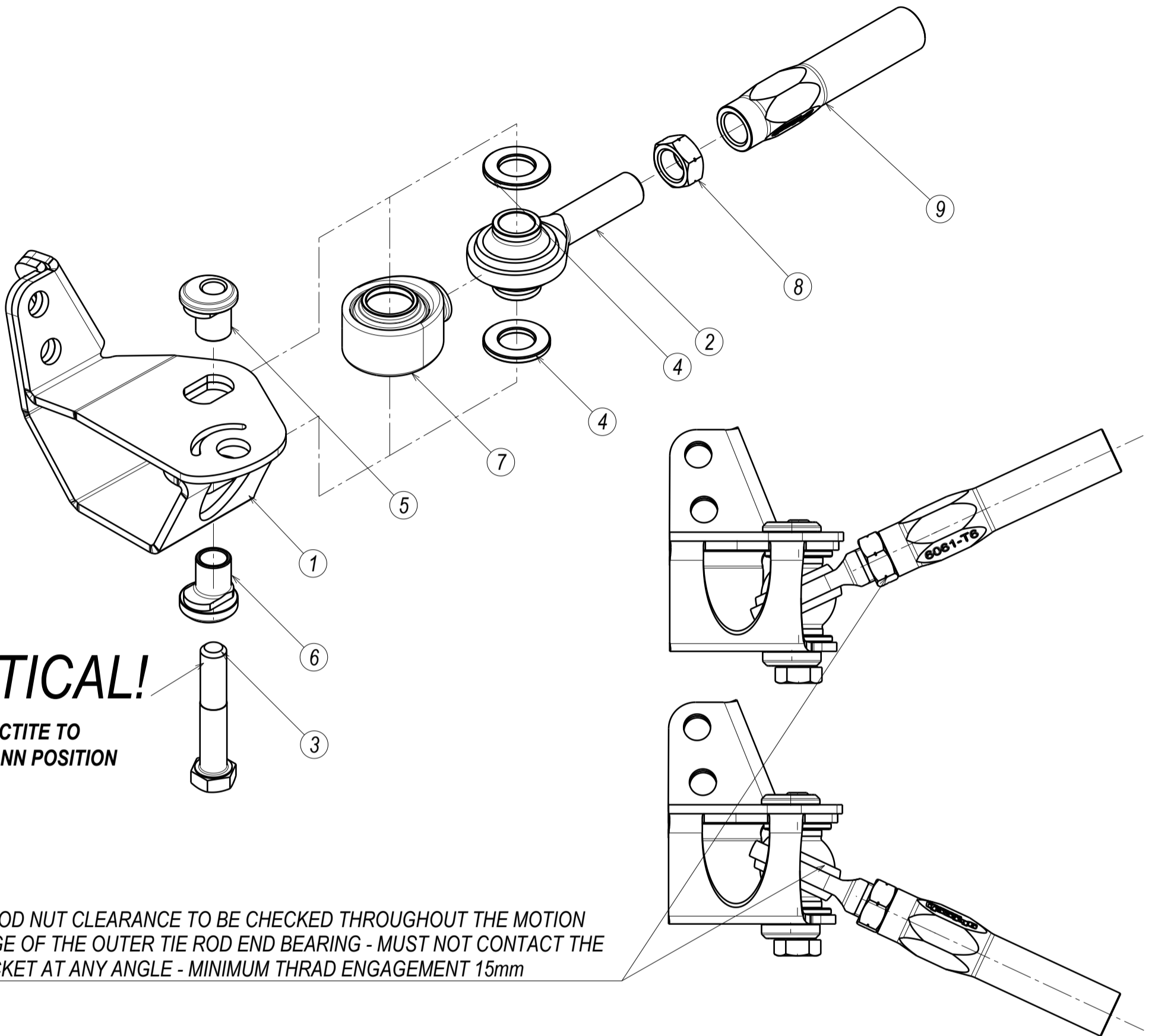
6. TIGHTEN THE NUT TO 85Nm (62lbf-ft) 19mm HEX

8. INSTALL LONGER RACK SPACER ON PASSENGER SIDE INNER TIE ROD

9. INSTALL THIN RACK SPACER ON DRIVER SIDE

NOTE! THERE ARE TWO DIFFERENT LENGTH THREAD ADAPTERS SUPPLIED FOR THE OUTER TIE ROD. SHORTER IS USED ON LONGER STEERING RACK SPACER SIDE

V3 Z33X-SSTR



CRITICAL!

APPLY LOCTITE TO
ACKERMANN POSITION
BOLT (3)

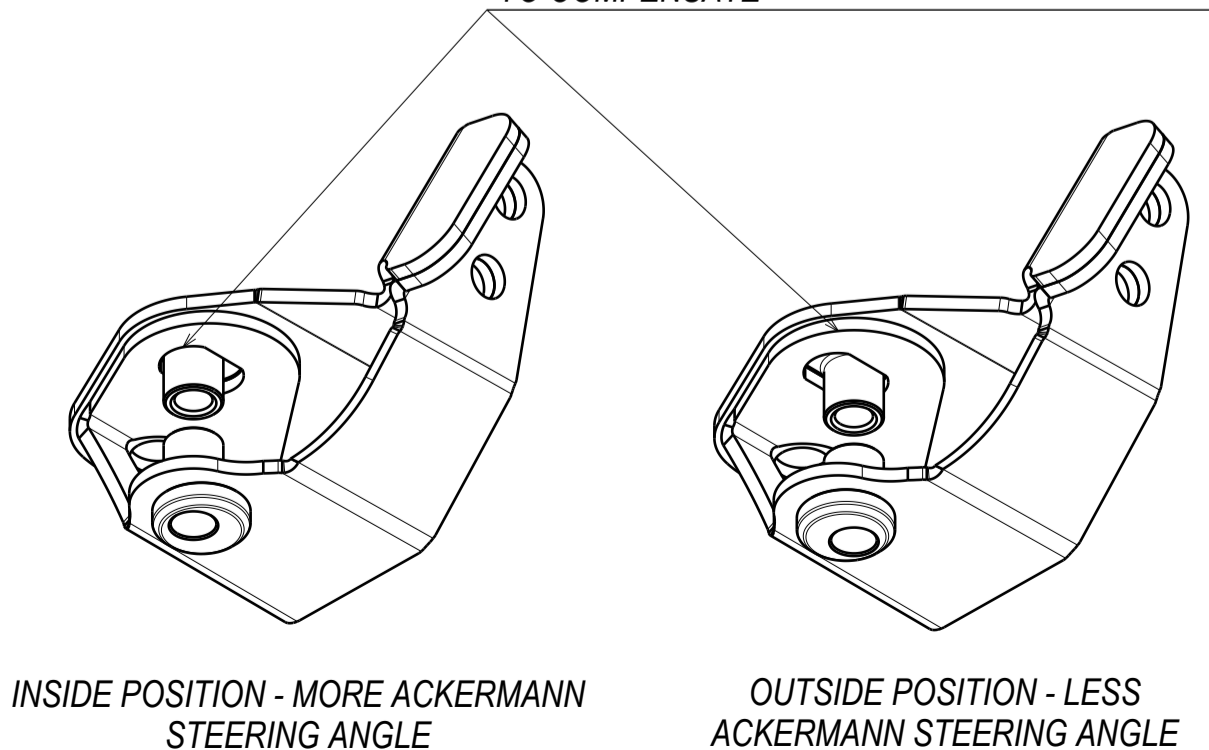
TIE ROD NUT CLEARANCE TO BE CHECKED THROUGHOUT THE MOTION RANGE OF THE OUTER TIE ROD END BEARING - MUST NOT CONTACT THE BRACKET AT ANY ANGLE - MINIMUM THRAD ENGAGEMENT 15mm

TIE ROD CAN BE POSITIONED MORE INSIDE OR OUTSIDE (RELATIVE TO THE CHASSIS)

INNER TIE ROD ADJUSTMENT IS 4 FULL TURNS TO COMPENSATE

NB! TWO THREAD ADAPTERS ARE INCLUDED FOR DIFFERENT LENGTH TIE RODS. SHORTER IS USED IN CONJUNCTION WITH RACK SPACER

9	THREAD ADAPTER M14x1.5 - 110mm	2
8	HEX JAM NUT 5/8-18	1
7	PCYML10TS BOOT	1
6	370Z STEERING BRACKET BOT. SPACER	1
5	370Z STEERING BRACKET TOP SPACER	1
4	WASHER 16x30x3	2
3	ISO 4014 BOLT M12x1.75x60	1
2	ROD END BEARING PCYML10TS	1
1	350Z STEERING BRACKET-WELD ASM R/H	1
PC NO	COMPONENT NAME	QTY



INSIDE POSITION - MORE ACKERMANN
STEERING ANGLE

OUTSIDE POSITION - LESS
ACKERMANN STEERING ANGLE