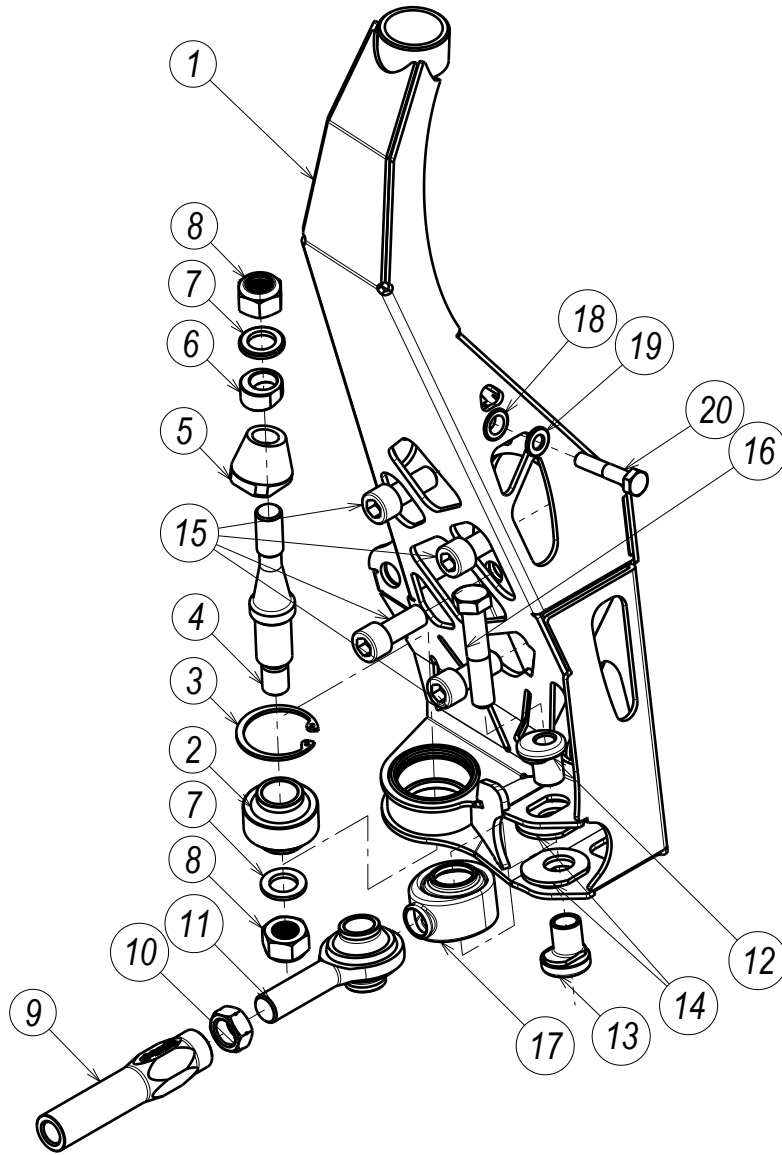


350Z-DKNK 1/5 PARTS

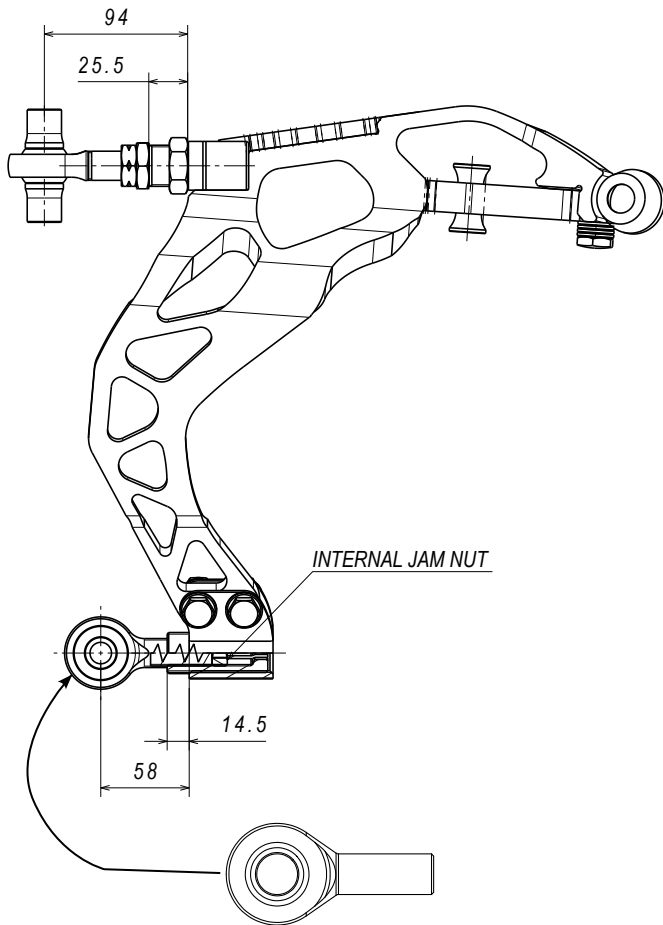


20	ISO 4014 M8x40 BOLT STEEL GRADE A HEXAGON HEAD 10.9	1
19	WASHER ISO 7089 8x16 ZN HOT	1
18	RIVET NUT M8x1.25 - MCMASTER 95105A-191	1
17	PCML10T BOOT	1
16	ISO 4014 BOLT M12x65 GRADE A STEEL 10.9	1
15	DIN 912 M12x1.25x30 10.9 HEX HEAD CAP SCREW	4
14	ACKERMANN OFFSET WASHER	2
13	ACKERMANN ADJUSTER 3mm SHEET - BOTTOM	1
12	ACKERMANN ADJUSTER 3mm SHEET - TOP	1
11	PCYML10T ROD END 5/8-18 L/H MALE	1
10	HEX JAM NUT 5/8-18 LH	1
9	THREAD ADAPTER M14x1.5 - 110mm	1
8	DIN 985-8 M14x1.5 NYLON LOCKING NUT	2
7	ISO 7092 WASHER 14x24 STEEL GRADE A PLAIN SMALL SERIES	2
6	350Z DRIFT KNUCKLE MISALIGNMENT INSERT-TOP	1
5	350Z DRIFT KNUCKLE MISALIGNMENT INSERT-BOTTOM	1
4	350Z FRONT DRIFT KNUCKLE BALL JOINT SHAFT	1
3	DIN 472 RETAINING RING 40x1.75	1
2	BEARING YPB12T	1
1	350Z DRIFT FRONT KNUCKLE WELD ASM - R/H	1
PC NO	COMPONENT NAME	QTY

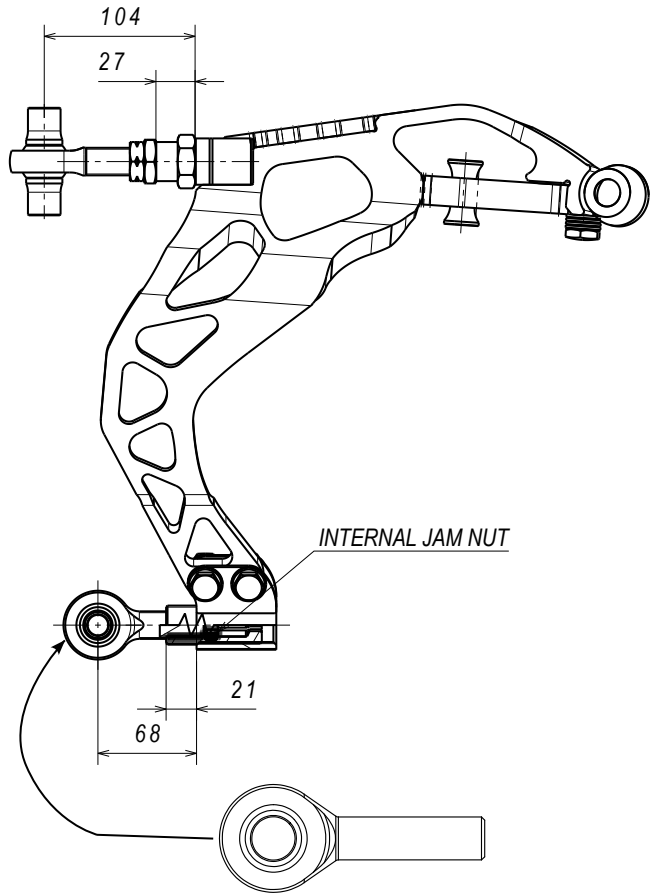


350Z-DKNK 2/5 INSTALL

STEP 1. EXTEND BOTTOM A-ARM TO MAX LENGTH. THIS IS REQUIRED TO GIVE TYRES ENOUGH CLEARANCE FROM THE CHASSIS. IF ADDITIONAL FLCA LENGTH IS REQUIRED, PCML12TES BEARING CAN BE PURCHASED SEPERATELY TO GAIN 10MM ADDITIONAL ADJUSTMENT

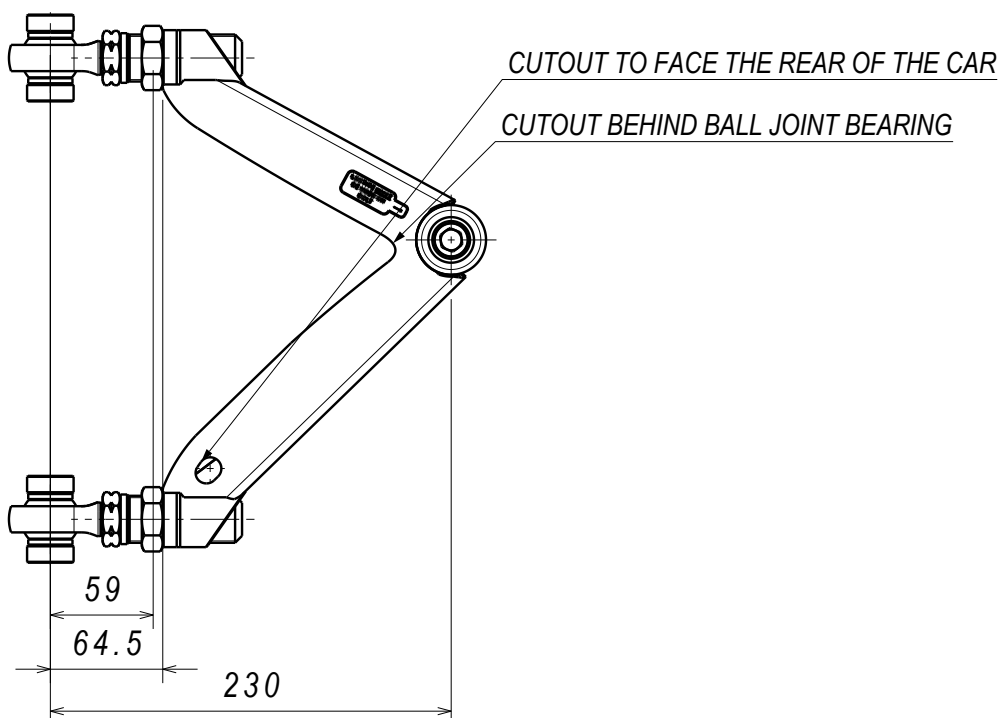


PCML12TS (NON EXTENDED)
STANDARD WITH Z33X-FLCA
MIN ADJUSTMENT - 28MM (+25MM OVER OEM)
MAX ADJUSTMENT - 58MM (+55MM OVER OEM)



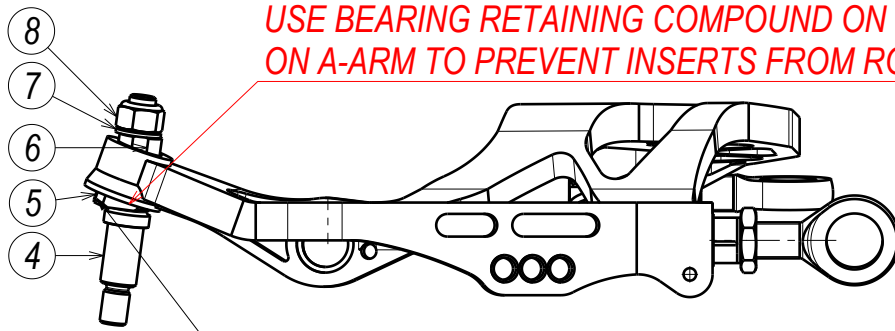
PCML12TES (EXTENDED)
PURCHASED SEPERATELY
MIN ADJUSTMENT - 48MM (+45MM OVER OEM)
MAX ADJUSTMENT - 68MM (+65MM OVER OEM)

STEP 2. SWAP LEFT AND RIGHT SIDE TOP A-ARMS - **CRITICAL IMPORTANCE!**



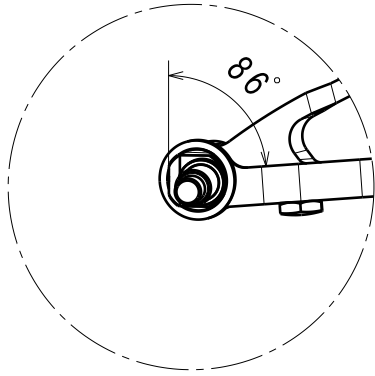
350Z-DKNK 3/5 INSTALL

STEP 3. INSTALL BALL JOINT SHAFT INTO BOTTOM A-ARM AND TIGHTEN 90Nm (65 lbs-ft)



USE BEARING RETAINING COMPOUND ON TAPERED SURFACE ON A-ARM TO PREVENT INSERTS FROM ROTATING

THIS FLAT AREA TO BE PARALLEL WITH KNUCKLE

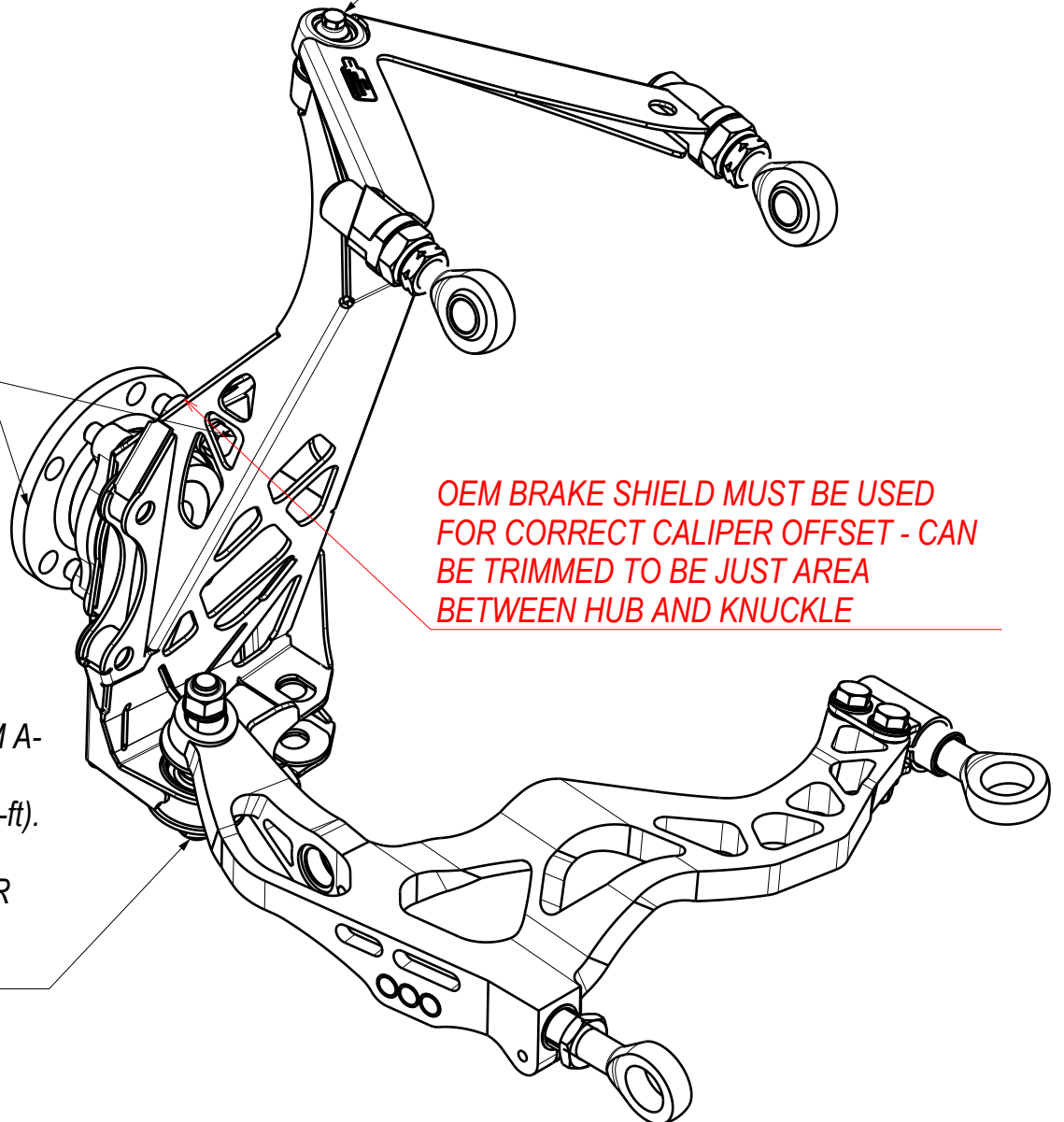


STEP 6.

TIGHTEN TOP A-ARM TO 50Nm (37 lbs-ft)

STEP 4.

MOUNT WHEEL HUB TO STEERING KNUCKLE AND TIGHTEN BOLTS (4x) TO 90Nm (65 lbs-ft)



OEM BRAKE SHIELD MUST BE USED FOR CORRECT CALIPER OFFSET - CAN BE TRIMMED TO BE JUST AREA BETWEEN HUB AND KNUCKLE

STEP 5.

INSTALL STEERING KNUCKLE ONTO BOTTOM A-ARM AND TIGHTEN BALL JOINT TO 135 Nm (100 lbs-ft). CHECK THAT BOTTOM MISALIGNMENT ADAPTER IS PARALLEL TO THE KNUCKLE

350Z-DKNK 4/5 INSTALL

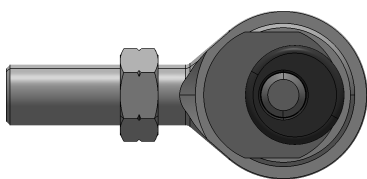
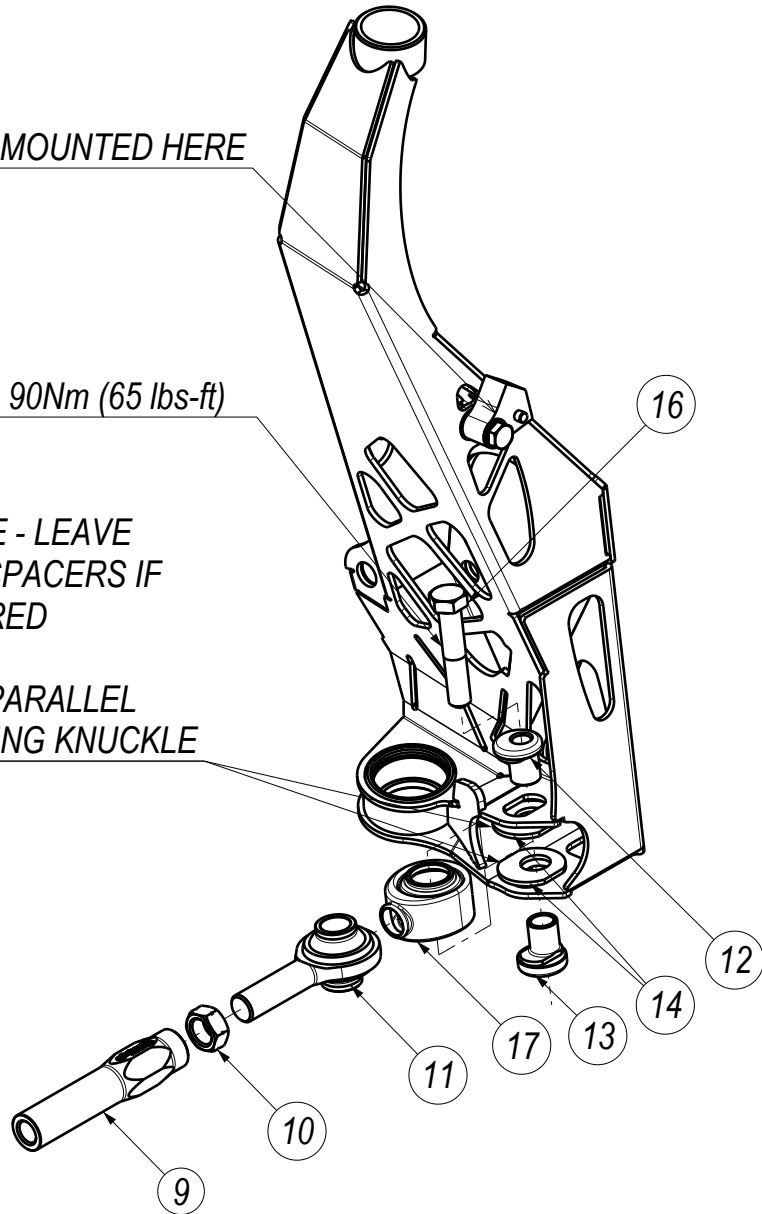
STEP 7. INSTALL TIE ROD ASSEMBLY

BRAKE LINE BLOCK IS LATER MOUNTED HERE

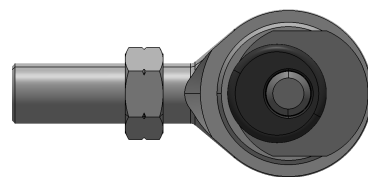
TIGHTEN TOE LINK TO 90Nm (65 lbs-ft)

BUMP STEER IS ADJUSTABLE - LEAVE
OUTER TIE ROD BETWEEN SPACERS IF
BUMPSTEER IS NOT MEASURED

SPACER FLAT SIDES TO BE PARALLEL
WITH BENDS ON THE STEERING KNUCKLE



ACKERMANN ADJUSTER
- MORE ACKERMANN



ACKERMANN ADJUSTER
- LESS ACKERMANN

350Z-DKNK 5/5 - ALIGNMENT

SUGGESTED CASTER ANGLE: 4°

SUGGESTED CAMBER ANGLE: 4°

STEP 8. INSTALL THE BRAKE ROTOR, CALIPER AND BRAKE LINE BLOCK. TIGHTEN CALIPER BOLTS TO 150Nm (130 lbs-ft), CALIPER BLOCK TO 11 Nm (8 lbs-ft)

TOE LINK CONFIGURATION:
CLOSER TO HUB: PARALLEL STEERING
CLOSER TO A-ARM: PRO ACKERMANN

STEP 9. ADJUST TOE AND CHECK CLEARANCE FOR ALL COMPONENTS. OFFSET RACK SPACER OR STEERING RACK RELOCATION MAY BE REQUIRED

FLAT FACE TO BE PARALLEL WITH UPRIGHT VERTICAL FACE

