

ITEM NO.	DESCRIPTION:	QTY:
1	Z34 Drift Upright RHS	1
2	Z34 Drift Upright LHS	1
3	YPB12T 14.2 x 55.5 - LM	2
4	YPB12T 14.2 x 45.5 - LM	2
5	PCYXX10T 12.2 x 100.5 - LM	2
6	THREAD ADAPTER M14x1.5 - 97mm	2
7	ACKERMANN OFFSET WASHER	4
8	ACKERMANN ADJUSTER 3mm SHEET - TOP	2
9	ACKERMANN ADJUSTER 3mm SHEET - BOTTOM	2
10	HEX JAM NUT 5/8-18	2
11	GK ROD END - PCYML10TS	2
12	PCY10TS BOOT	2
13	M14 x 80 Washer	2
14	M14 x 50 HEX	4
15	M14 Washer	8
16	M14 Spring Stop Locknut	2
17	M12 x 95 HEX	2
18	M12 x 55 SHCS	8
19	M12 Washer	8
20	M10 x 43 Shoulder Bolt 10x30	2
21	M10 Washer	2
22	M10 Spring Stop Locknut	2
23	M6 x 12 SHCS	2
24	M6 Washer	2

TABLE (i)

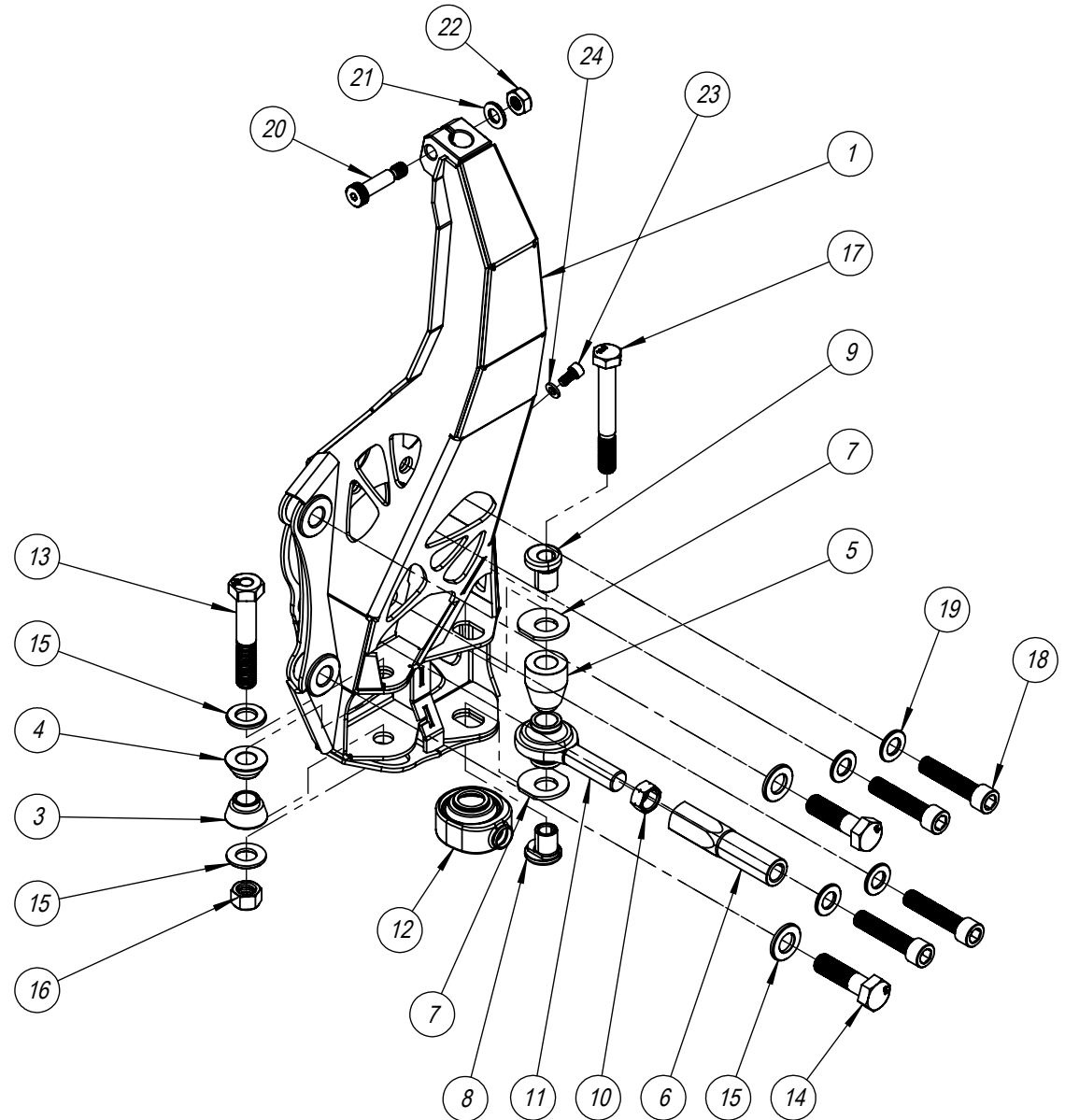


DIAGRAM A

STEP 1. FUCA TO CHASSIS: INSTALL THE FRONT UPPER CONTROL ARM.

SELECT BETWEEN A LOW, OR HIGH CASTER BASED ON YOUR DESIRED ALIGNMENT SPECS.

INSTALL THE FRONT UPPER CONTROL ARM (FUCA) AND EXTEND IT TO THE MAXIMUM LENGTH, AS SHOWN IN DIAGRAMS B AND C.

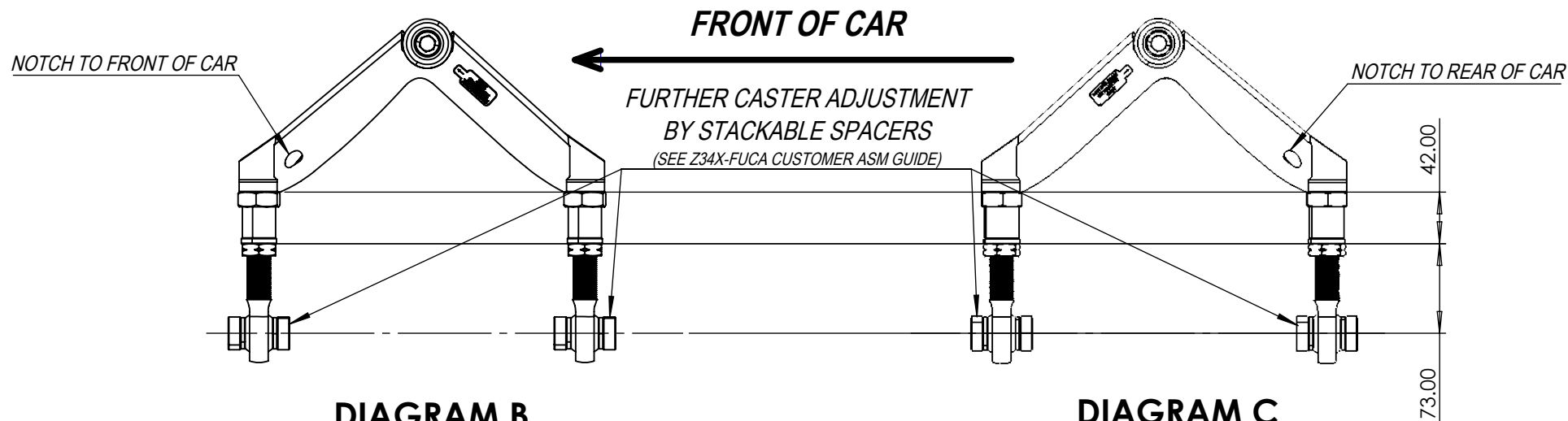


DIAGRAM B
HIGH CASTER SETUP
MORE STEERING FEEL
(BASE CASTER VALUE 5.7deg)

RECOMMENDED ALIGNMENT	
ACKERMANN	MORE ACKERMANN
CASTER	+6.5°
CAMBER	-4.0° to -5.0°
TOE OUT	2mm ± 2mm

TABLE (ii)

DIAGRAM C
LOW CASTER SETUP
MORE TYRE GRIP
(BASE CASTER VALUE 4.7deg)

RECOMMENDED ALIGNMENT	
ACKERMANN	LESS ACKERMANN
CASTER	+4.0°
CAMBER	-3.0° to -4.0°
TOE OUT	2mm ± 2mm

TABLE (iii)

STEP 2. FLCA TO CHASSIS: INSTALL THE FRONT LOWER CONTROL ARM.

(THE ALIGNMENT SHOULD BE FINE TUNED BY ADJUSTING THE FLCA LATER, SO SIMPLY SET THE ADJUSTMENT TO A BALL PARK VALUE AND INSTALL THE ARM.)

STEP 3. HUB INSTALL: FIT AND TORQUE THE HUB TO THE KNUCKLE (DIAGRAM D).

STEP 4. OUTER TIE ROD INSTALL: INSTALL THE OUTER TIE ROD TO THE KNUCKLE (DIAGRAM E).

INSTALL THE HUB DIRECTLY TO THE UPRIGHT
(DUST SHIELD CANNOT BE USED)

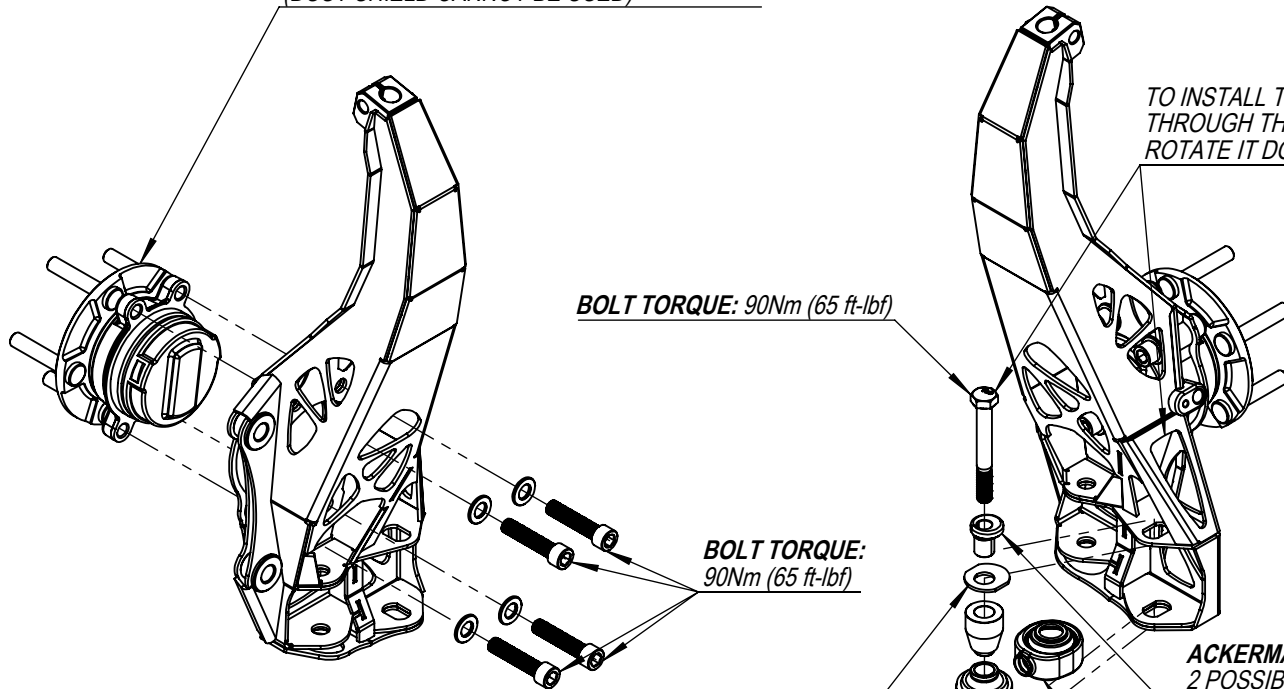


DIAGRAM D
HUB INSTALL

BUMP STEER ADJUSTMENT:
LEAVE OUTER TIE ROD BETWEEN SPACERS
UNLESS FINE TUNING YOUR SETUP.

TO INSTALL THIS BOLT, INSERT IT
THROUGH THIS HOLE FIRST AND
ROTATE IT DOWN IN TO PLACE.

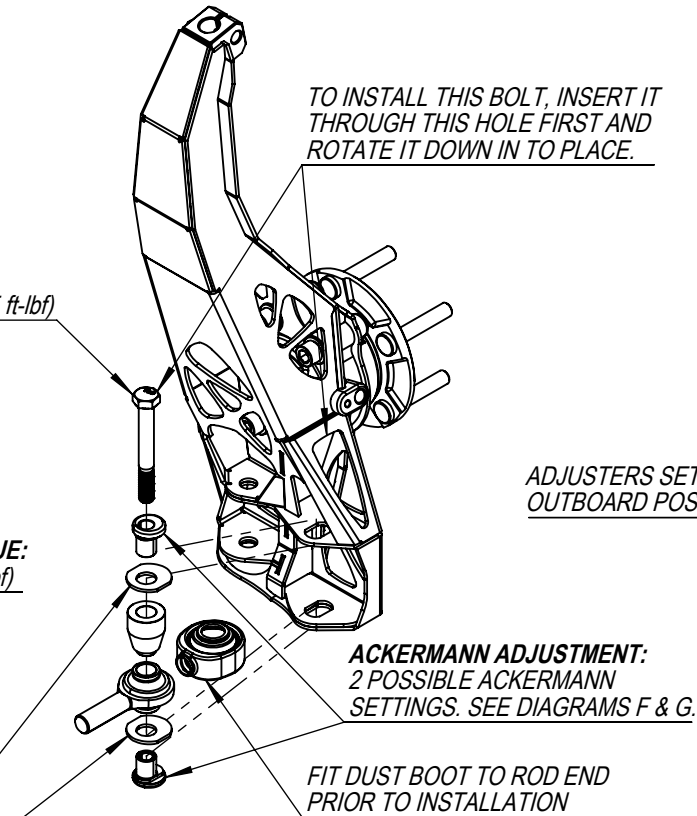


DIAGRAM E
OUTER TIE ROD INSTALL

ADJUSTERS SET TO
INBOARD POSITION

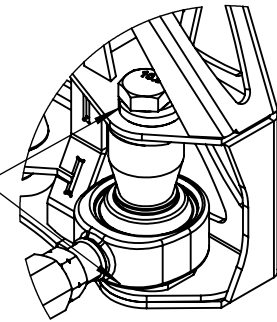


DIAGRAM F
MORE ACKERMANN
(LESS TRAIL WHEEL ANGLE
RELATIVE TO THE LEAD WHEEL)

ADJUSTERS SET TO
OUTBOARD POSITION

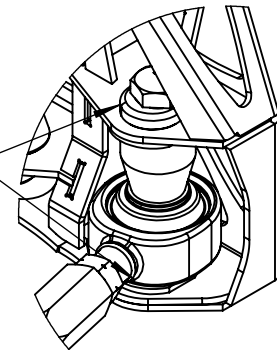


DIAGRAM G
LESS ACKERMANN
(CLOSER TO PARALLEL STEERING)

STEP 13. ALIGNMENT:

LOWER THE CAR TO THE GROUND FOR ALIGNMENT.
FINE TUNING THE ALIGNMENT IS ACHIEVED BY ADJUSTING THE FLCA AND TIE ROD ADJUSTER. SEE TABLE (i) ON PAGE 1 FOR RECOMMENDED ALIGNMENT.

STEP 11. INSTALL BRAKE CALIPER:

BOLT THE CALIPER TO THE KNUCKLE AND INSTALL THE BRAKE LINES. CHECK FROM LOCK TO LOCK TO ENSURE THE BRAKE LINE DOES NOT BIND OR RUB, THEN BLEED THE SYSTEM.

TORQUE: 123Nm (91 ft-lbf)

SMALLER SPACER ON TOP

STEP 12. ADJUSTING THE LOCK STOP:

FIT YOUR DESIRED WHEEL, THEN ADD OR REMOVE SHIMS TO LIMIT THE LOCK OF YOUR KNUCKLE.

CHECK FOR CLEARANCE ON BOTH BUMP AND DROOP BETWEEN:

- THE WHEEL TO FLCA.
- THE WHEEL TO CHASSIS.
- THE TIE ROD TO WHEEL RIM.

STEP 5. FLCA TO KNUCKLE:

SLIDE THE BOLT HEAD UP INSIDE THE KNUCKLE CAVITY, THEN SLIDE IT DOWN THROUGH THE FLCA AND SPACERS.

TORQUE: 135Nm (100 ft-lbf)

STEP 7. FUCA INSTALL:

INSERT ARM STUD INTO THE KNUCKLE. THEN INSERT SHOULDER BOLT.

TORQUE: 35Nm (26 ft-lbf)

STEP 10. BRAKE ROTOR INSTALL:

TORQUE: 10Nm (7.4 ft-lbf)

STEP 9. ABS SENSOR INSTALL: (OPTIONAL)

STEP 8. CONNECT INNER TIE ROD:

THREAD THE OUTER AND INNER TIE RODS ON TO THE ADJUSTER. CONFIRM THERE IS MORE THAN 15MM THREAD ENGAGEMENT.

TORQUE: 120Nm (89 ft-lbf)

STEP 6. INSTALL COILOVER AND SWAY BAR:

FOR FURTHER INFORMATION, REFER TO 370Z-FLCA CUSTOMER ASM GUIDE.