

ITEM NO.	DESCRIPTION	QTY.
1	DRIVERS SIDE MOUNT	1
2	PASSENGER SIDE MOUNT	1
3	CENTRAL SECTION	1
4	M10 X 25 FLANGE HEAD BOLT	2
5	M12 X 20 FLANGE HEAD BOLT	2
6	M14 X 100 FLANGE HEAD BOLT	2
7	M14 WASHER	2
8	M14 SPRING STOP LOCKNUT	2
9	RHS CUTTING TEMPLATE	1
10	LHS CUTTING TEMPLATE	1

1. *PUT THE CAR ON TO A HOIST, OR JACK STANDS IF A HOIST IS NOT AVAILABLE, AND REMOVE THE FRONT WHEELS.*
2. *USE AN ENGINE SUPPORT BAR TO TAKE THE LOAD OF THE ENGINE OFF THE CROSSMEMBER. ENSURE THAT THE SUPPORT BAR IS STABLE BEFORE ATTEMPTING TO LIFT THE ENGINE. ATTACH THE CHAINS OR STRAPS AND TAKE UP THE TENSION.*
3. *FROM UNDERNEATH, REMOVE THE NUTS OFF THE LOWER ENGINE MOUNT STUDS. TIGHTEN THE SUPPORT STRAPS UNTIL THERE IS A VISIBLE AIR GAP BETWEEN THE ENGINE MOUNTS AND THE CROSSMEMBER.*
4. *ON BOTH SIDES, REMOVE THE LOWER CONTROL ARMS AND TIE RODS TO GIVE AMPLE ACCESS FOR THE REMOVAL OF THE CROSSMEMBER.*
5. *REMOVE THE LOWER CROSSMEMBER BRACE, MARK THE STEERING COLUMN UNI JOINT ALIGNMENT AND DISCONNECT. REMOVE THE FEED AND RETURN LINES FOR THE POWER STEERING AND TAKE OUT THE STEERING RACK.*
6. *DISCONNECT THE END LINKS AND REMOVE THE ANTI ROLL BAR.*
7. *LOWER THE FRONT CROSSMEMBER AND REMOVE FROM THE VEHICLE.*
8. *UNDO ALL LOWER BOLTS OFF THE BOTTOM OF THE CROSSMEMBER AND REMOVE THE LOWER COVER PLATE. SEE DIAGRAM B.*

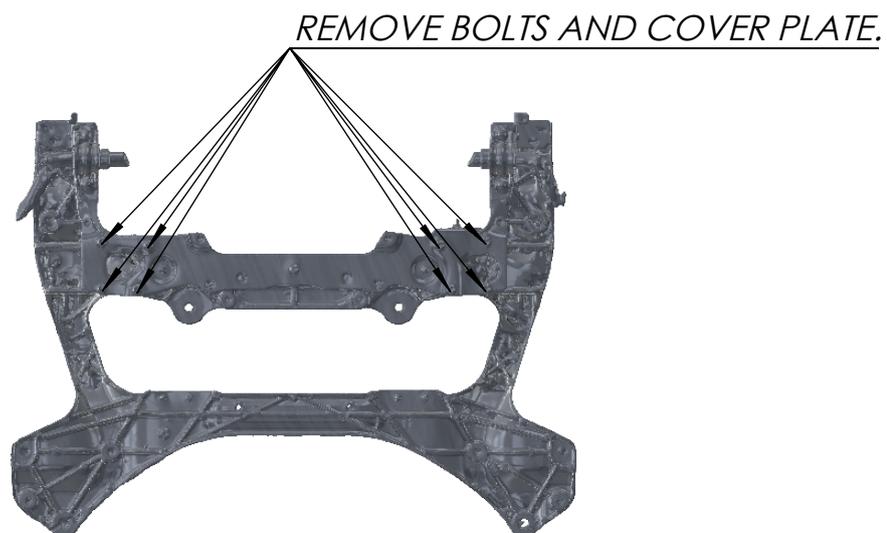


DIAGRAM B

9. ATTACH THE CUTTING TEMPLATES TO THE LOWER SECTION OF THE CROSSMEMBER AND MARK THE STRAIGHT LINE AS SHOWN IN DIAGRAM C. THEN CONTINUE THE MARKING LINES UP THE SIDES AND OVER THE TOP OF THE CROSSMEMBER, TAKING CARE TO KEEP THE CUT VERTICAL. REMOVE CUTTING TEMPLATES.

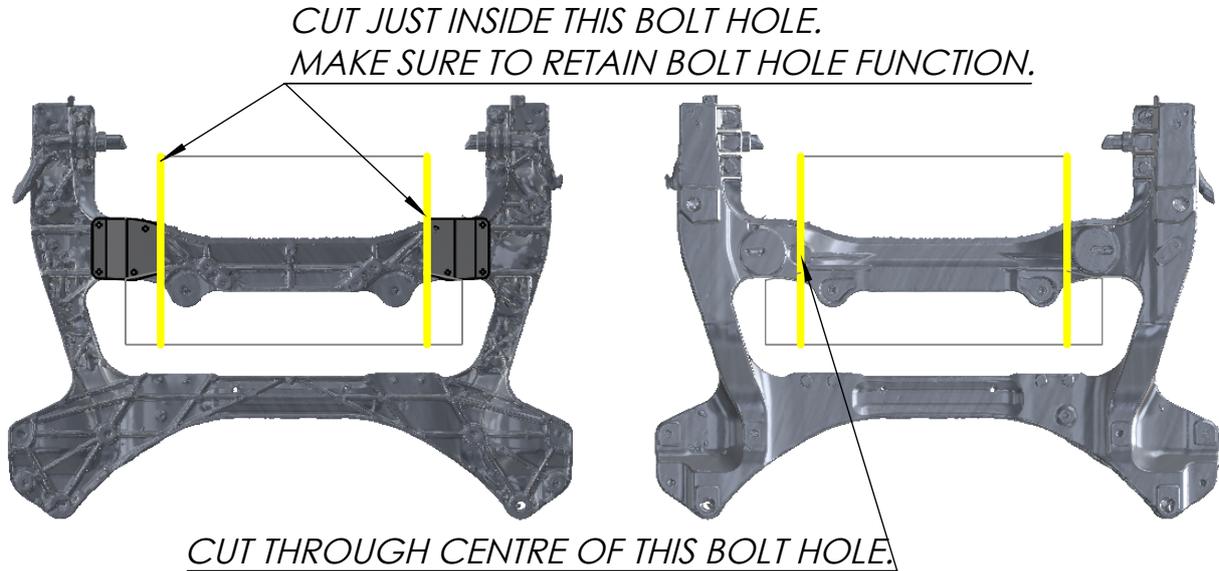


DIAGRAM C

10. USE A RECIPROCATING SAW (RECOMMENDED) OR GRINDER TO CUT THE CROSSMEMBER ALONG THE MARKED LINES AND REMOVE THE CENTRE SECTION.
11. RE-FIT THE CUTTING TEMPLATES, AND MARK OUT THE FRONT ANGLED EDGE OF THE TEMPLATE TO BE TRIMMED AS IN DIAGRAM D. USE AN ANGLE GRINDER OR RECIPROCATING SAW TO CUT DOWN THESE SECTIONS.
12. TRIM THE LOWER FLANGE AREAS AS SHOWN IN DIAGRAM D.

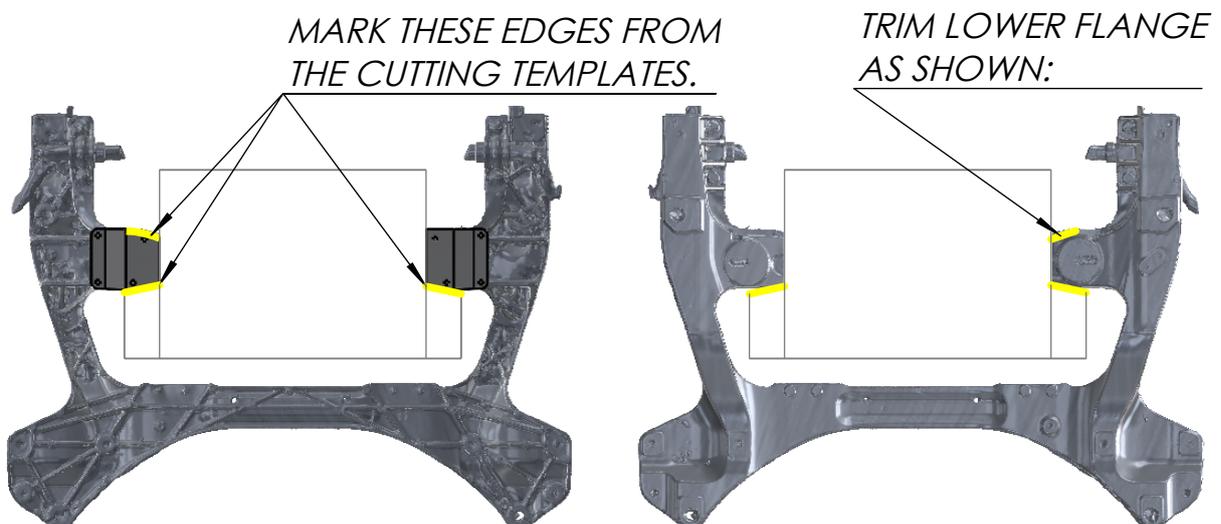


DIAGRAM D

13. TEST FIT THE RACK RELOCATION. FIRST INSTALL THE LHS AND RHS BRACKETS ON TO THE CROSSMEMBER AS SHOWN IN DIAGRAM E, AND LOOSELY INSTALL LOWER BOLTS. IF BOLT HOLES DO NOT ALIGN, REPEATS STEPS 9-12.

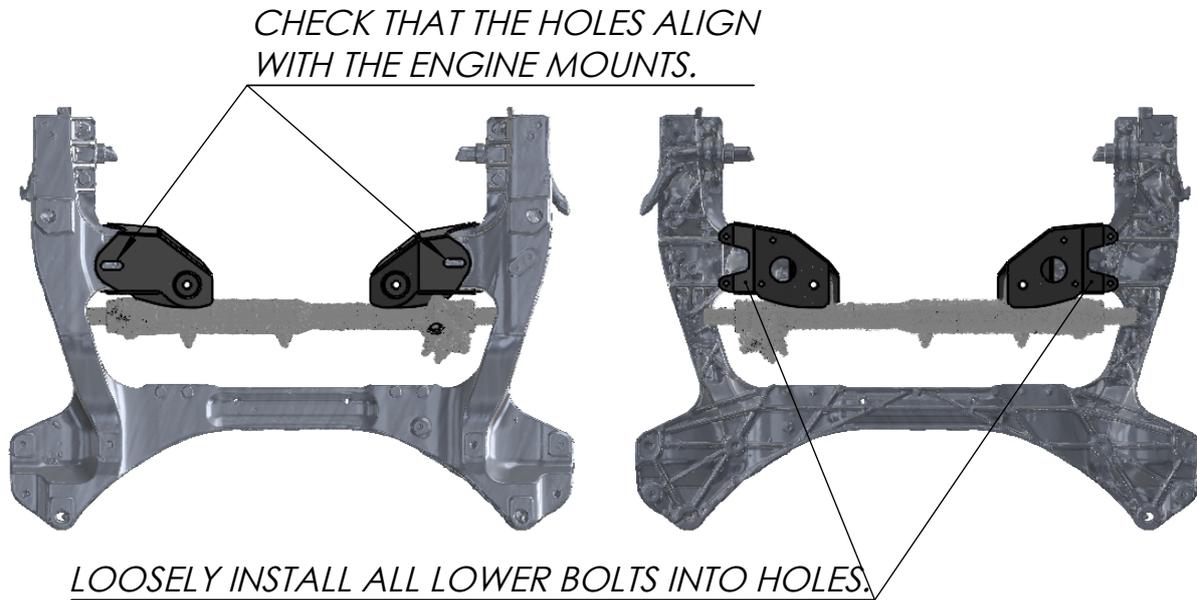


DIAGRAM E

14. LOOSELY INSTALL THE CENTER SECTION OF THE RACK RELOCATION IN TO THE CROSSMEMBER. INSTALL ALL OF THE BOLTS FINGER TIGHT.

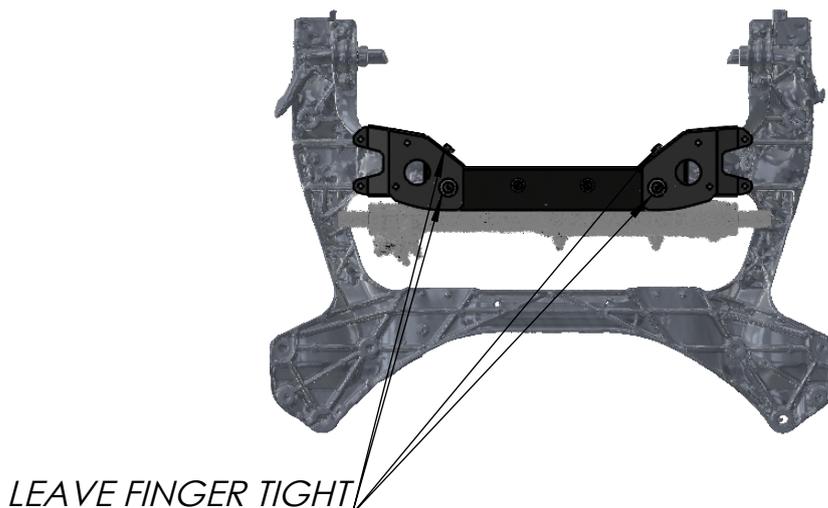


DIAGRAM F

15. USE A GRINDER TO CLEARANCE THE CROSSMEMBER FOR THE RELOCATED RACK POSITION AS SHOWN IN DIAGRAM F. MAKE SURE TO CLEARANCE BOTH SIDES OF THE CROSSMEMBER.

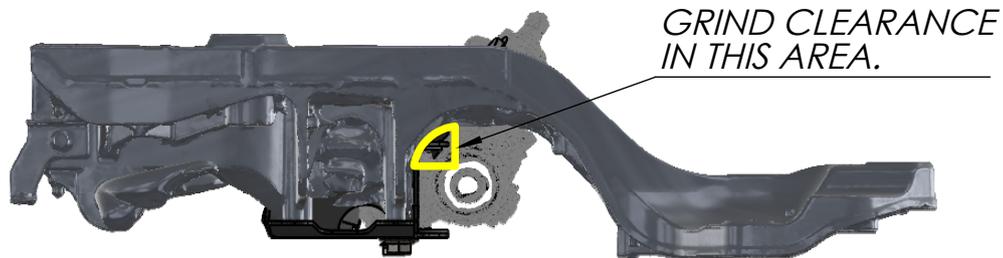


DIAGRAM G

16. INSTALL THE MODIFIED CROSSMEMBER IN TO THE CAR. LIFT THE CROSSMEMBER UP ON TO THE STUDS AS SHOWN IN DIAGRAM H. TAKE CARE TO MAKE SURE THE ENGINE MOUNTS SLIDE BACK IN TO THE SLOTTED HOLES IN THE CROSSMEMBER.

TIP: IT IS EASIER TO INSTALL THE CROSSMEMBER IF YOU LOOSEN THE TOP ENGINE MOUNT NUT SO YOU CAN GUIDE IT INTO THE SLOT EASIER.

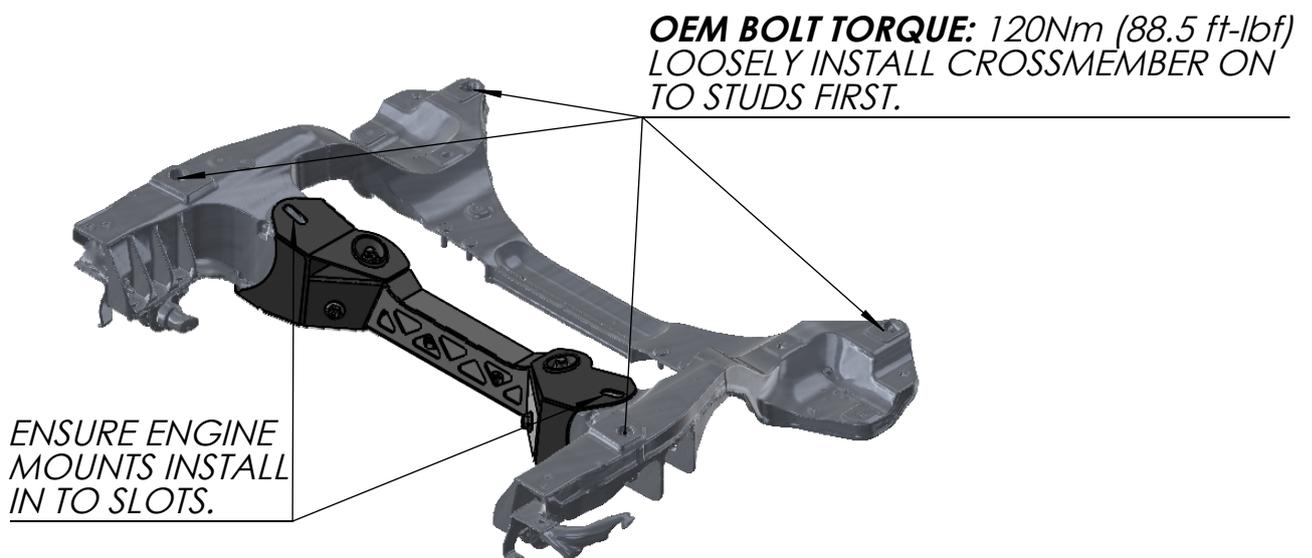


DIAGRAM H

17. INSTALL THE RELOCATED STEERING RACK AND LOWER BRACE IN TO THE CAR KEEPING ALL BOLTS LOOSE INITIALLY. ONCE EVERYTHING IS IN INSTALLED TORQUE THE FRONT CROSSMEMBER WITH THE TORQUE SPECS SHOWN IN DIAGRAM H.

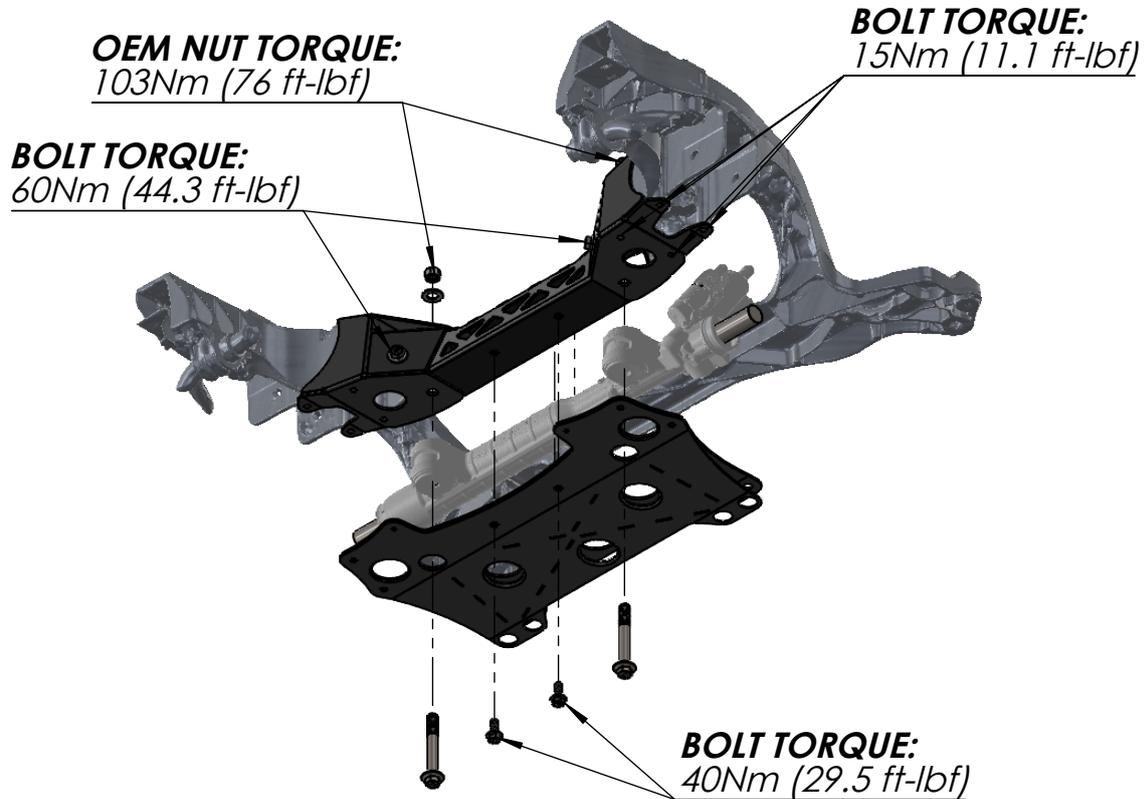


DIAGRAM I

18. USING THE MARKS FROM DISASSEMBLY, ALIGN AND INSTALL THE STEERING COLUMN TO THE STEERING RACK.
19. LOWER THE ENGINE THE REST OF THE WAY ON TO THE CROSSMEMBER AND THEN TIGHTEN ENGINE MOUNTS.

ENGINE MOUNT TOP NUT OEM TORQUE: 49Nm (36.1 ft-lbf)
ENGINE MOUNT BOTTOM NUT OEM TORQUE: 92.5Nm (68.2 ft-lbf)
20. RE-INSTALL THE LOWER CONTROL ARMS, TIE RODS AND POWER STEERING LINES.
21. BLEED THE POWER STEERING SYSTEM.
22. FIT WHEELS AND LOWER TO THE GROUND.