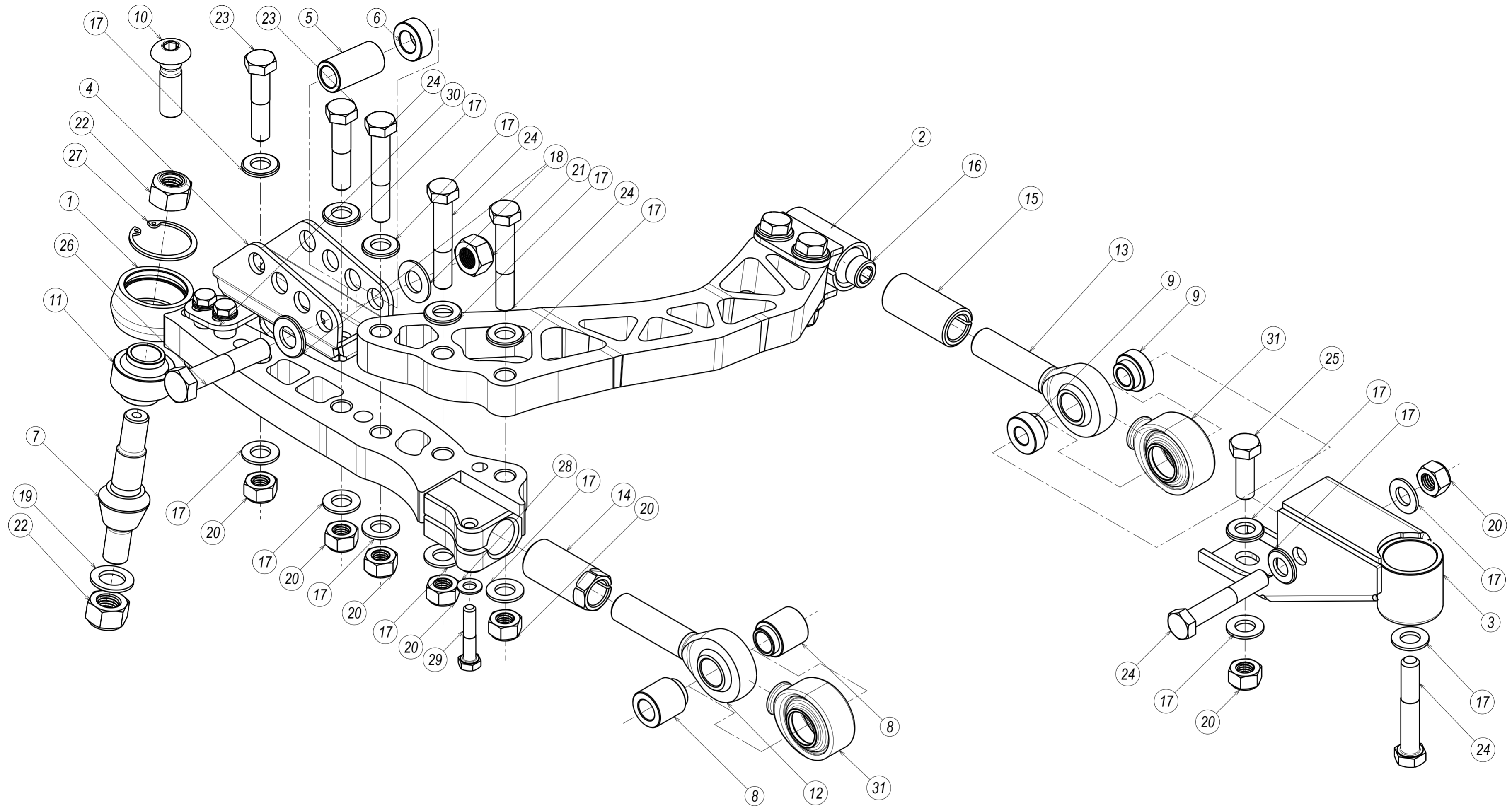
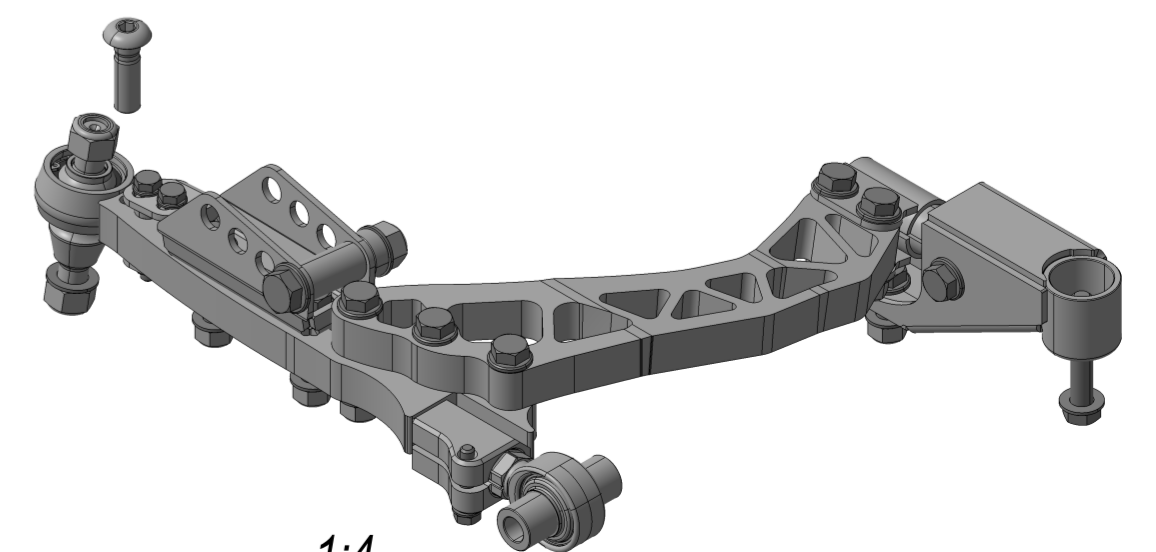


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17	ISO 7089 WASHER 12x24 STEEL GRADE A PLAIN ZN HOT	15
16	INTERNAL JAM NUT 3/4-16 UNF	1
15	VERNIER SLEEVE - 3/4 TO M27 INTERNAL DRIVE	1
14	VERNIER SLEEVE - 3/4 TO M27 EXTERNAL DRIVE	1
13	PCML12T-S ROD END	1
12	PCML12T-ES ROD END	1
11	SPHERICAL BEARING QA1 YPB12T	1
10	370Z FRONT BRAKE CALIPER BOLT-LOW	1
9	SPACER 1 PCML12T 12ID 40W	2
8	SPACER PCML12T 14ID 70W	2
7	370Z FRONT BOTTOM BALL JOINT SHAFT	1
6	SPACER 26x14x10	1
5	SPACER 21x14x40	1
4	370Z FRONT BOTTOM A-ARM DAMPER BRACKET R/H	1
3	370Z FRONT BOTTOM A-ARM BRACKET ASM	1
2	370Z FRONT BOTTOM A-ARM COMPRESSION LINK ASM R/H	1
1	370Z FRONT BOTTOM A-ARM LATERAL LINK ASM R/H	1
PC NO	COMPONENT NAME	QTY

31	QA1 PCML12T BOOT REV2	2
30	370Z - FRONT BOTTOM A-ARM LOCK STOP ASM R/H	1
29	ISO 4014 BOLT M8x40 STEEL GRADE A HEXAGON HEAD 10.9	1
28	ISO 7089 8x16 WASHER PLAIN GRADE A ZN HOT	1
27	DIN 472 RETAINING RING 40x1.75	1
26	ISO 4014 BOLT M14x70 STEEL GRADE A HEXAGON HEAD 10.9	1
25	ISO 4017 SCREW M12x35 STEEL GRADE A HEXAGON HEAD 10.9	1
24	ISO 4014 BOLT M12x70 STEEL GRADE A HEXAGON HEAD 10.9	5
23	ISO 4014 BOLT M12x55 STEEL GRADE A HEXAGON HEAD 10.9	2
22	DIN 985-8 M16x2 NYLON LOCKING NUT	2
21	DIN 985-8 M14x2 NYLON LOCKING NUT	1
20	DIN 985-8 M12x1.75-10 NYLON LOCKING NUT	7
19	ISO 7092 WASHER 16x28 STEEL GRADE A PLAIN SMALL ZN HOT	1
18	ISO 7089 WASHER 14x28 STEEL GRADE A PLAIN ZN HOT	2
PC NO	COMPONENT NAME	QTY



1:4

370Z-FLCA 2/3

TECHNICAL SPECIFICATIONS

RECOMMENDED UPPER ARM LENGTH:
20mm EXTENDED OVER OEM
BOTTOM ARM AT MINIMUM LENGTH

OEM BRAKE LINE MUST BE REPLACED WITH ONE THAT HAS BANJO TYPE FITTING FOR THE BRAKE CALIPER FOR DAMPER CLEARANCE

SECOND MOST OUTSIDE HOLE MATCHES OEM MOTION RATIO, MUST CHECK FOR BRAKE CALIPER CLEARANCE AT LOCK

COILOVER MOUNTING USING SUPPLIED HARDWARE

DAMPER MOTION RATIO CAN BE ADJUSTED

OUTSIDE IS STIFFER, INSIDE IS SOFTER

ANTI-ROLL BAR END LINK CAN BE SEPERATED FROM COILOVER POSITION TO ENSURE IT IS AS VERTICAL AS POSSIBLE FOR ARM CLEARANCE AND USE THE SUPPLIED SPACERS

MINIMUM EXTENSION - 32mm OVER OEM

MAXIMUM EXTENSION - 72mm OVER OEM

CASTER CAN BE ADJUSTED BY WINDING THE VERNIER SLEEVE. THE TWO BOLTS HOLDING THE BRACKET AND THE INTERNAL LOCK NUT TO BE LOOSENED WHEN ADJUSTING. EXTENDING THE ASSEMBLY INCREASES CASTER ANGLE, SHORTENING THE ASSEMBLY DECREASES CASTER ANGLE.

LESS MORE

ADJUSTER TO BE PARALLEL WITH ARM FOR DEFAULT SETTING

TURN COUNTER-CLOCKWISE (FROM REAR) TO TIGHTEN INTERNAL LOCKNUT 10mm HEX DRIVE

TURN CLOCKWISE (FROM REAR) TO ADJUST OUTWARDS 12mm HEX DRIVE

TURN COUNTER-CLOCKWISE TO ADJUST OUTWARDS 24mm SPANNER

USE SUPPLIED DOME HEAD BOLT FOR A-ARM CLEARANCE

DO NOT USE A WASHER OR MISALIGNMENT WILL BE LIMITED

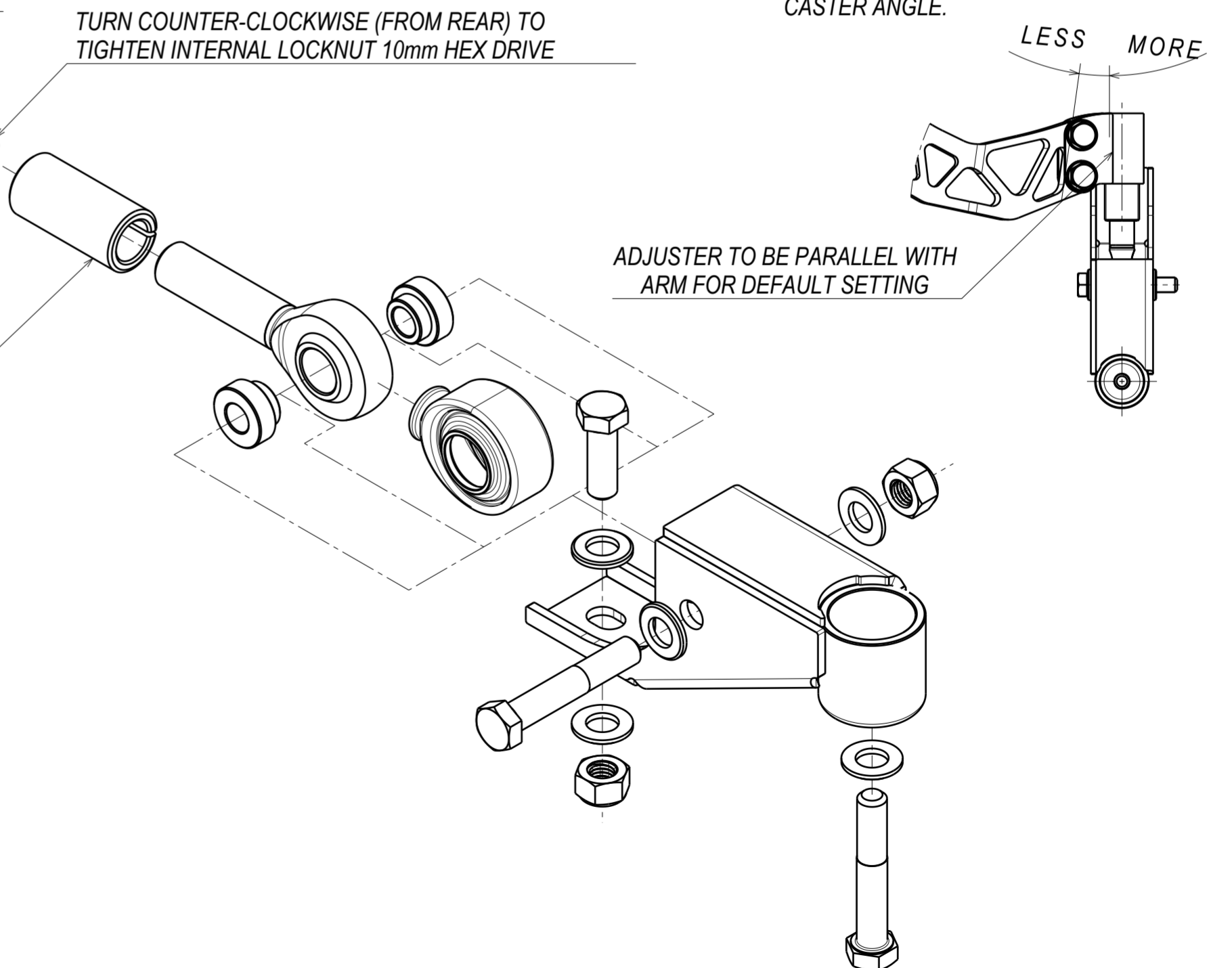
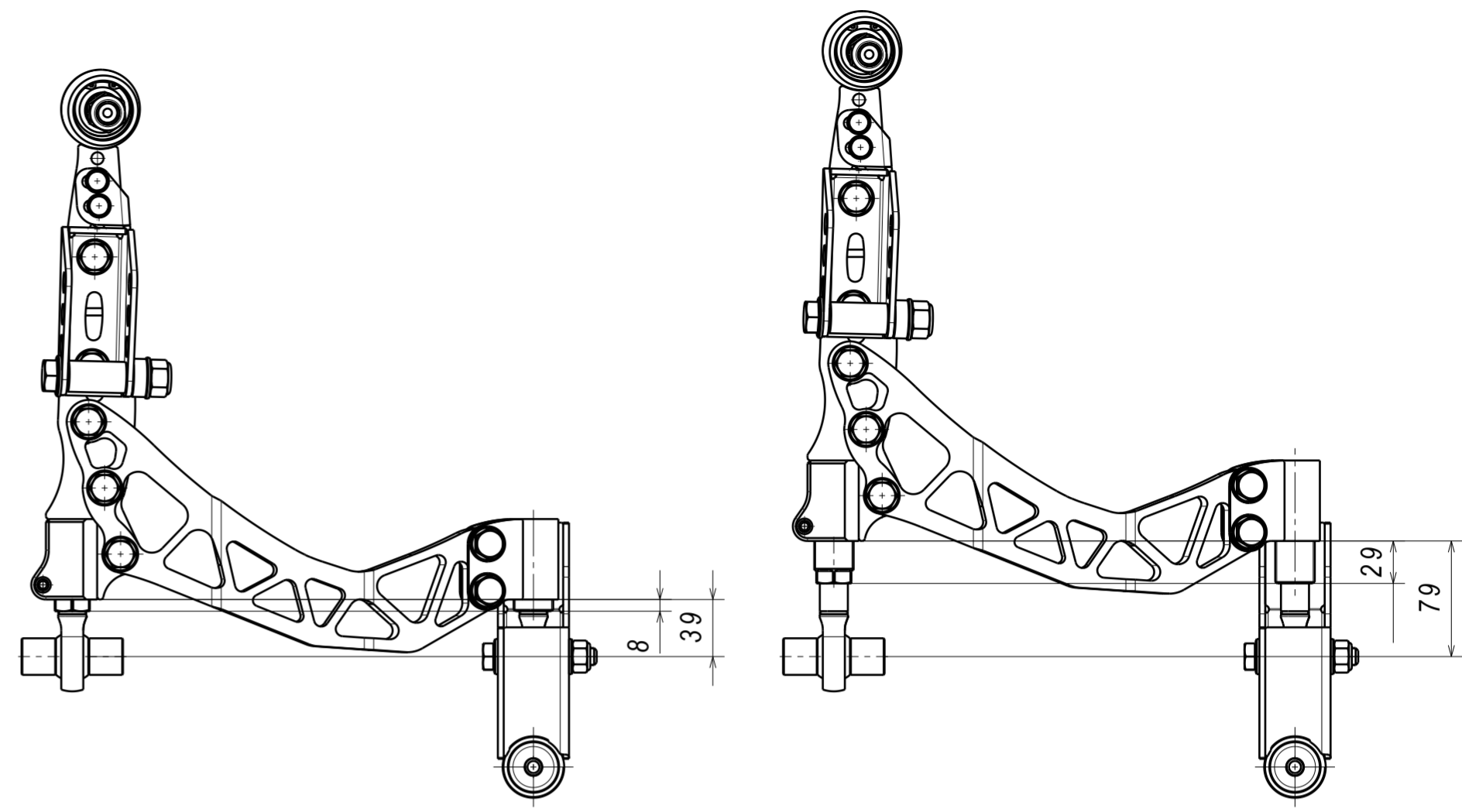
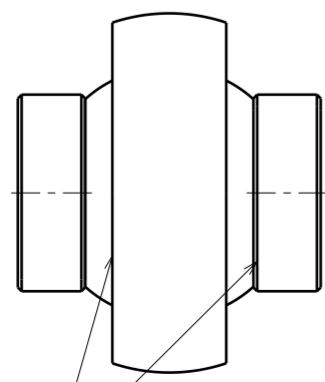
LOCKSTOP SPACERS **MUST BE** INSTALLED ON TOP SIDE OF ARM

OEM WHEEL CLEARANCE

WHEEL TYRE	18x8+43, 225/50	19x9+47, 245/40	19x9,5+40, 245/40
SPACER REQUIRED	+10	+20	+20

CRITICAL!

CHECK FOR ROD END BEARING ALIGNMENT AFTER TIGHTENING THE ADJUSTING MECHANISM ROD END TO BE PERPENDICULAR TO THE SPACERS



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INSTALLATION ORDER

1. PRE INSTALL BALLJOINT SHANK INTO LATERAL LINK TORQUE TO 136Nm (100 ft-lb)

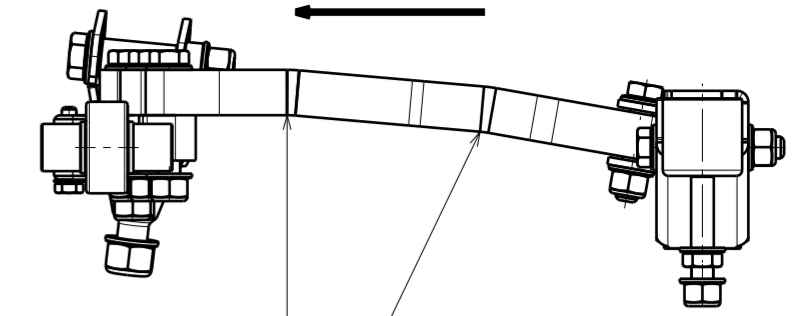
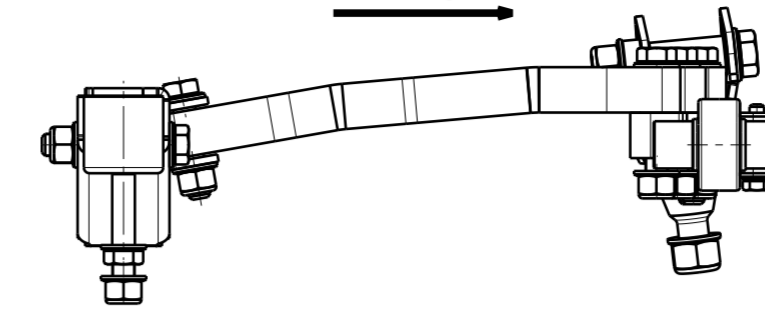
DAMPER BRACKET TO ANGLE TOWARDS THE REAR OF THE CAR

2. PRE INSTALL DAMPER BRACKET ONTO THE LATERAL LINK TORQUE BOLTS TO 88Nm (66 ft-lb)

4. BOLT TO BE INSTALLED IN DIRECTION SHOWN TO ENSURE CLEARANCE TO THE ROD END

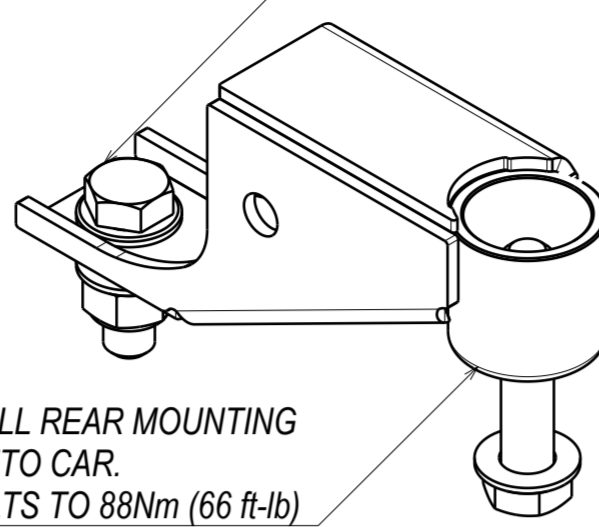
R/H FRONT

L/H FRONT

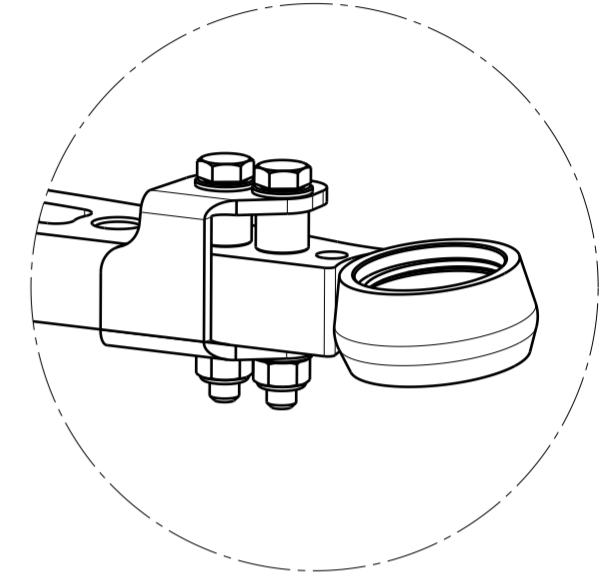


THE COMPRESSION LINK HAS SLIGHT BENDS TO ENSURE CLEARANCE TO THE OEM INNER TIE ROD BALLJOINT, ENSURE THAT THESE ARE ORIENTATED AS SHOWN ABOVE

3. PRE-INSTALL REAR MOUNTING BRACKET ONTO CAR. TORQUE BOLTS TO 88Nm (66 ft-lb)



OEM BRAKE LINE MUST BE REPLACED WITH ONE THAT HAS BANJO TYPE FITTING FOR THE BRAKE CALIPER FOR DAMPER CLEARANCE



LOCK STOP ASSEMBLY

13. ENSURE TO CHECK BRAKE LINE CLEARANCE AT FULL LOCK AND ADJUST IF NECESSARY

12. MUST REPLACE OEM LOWER BRAKE CALIPER BOLT WITH SUPPLIED BOLT FOR FULL LOCK CLEARANCE

11. INSTALL / ADJUST LOCK STOP SPACERS TO GO ON TOP OF ARM TORQUE BOLTS TO 60 Nm (45 lbf-ft)

7. INSTALL COILOVER USE EITHER SUPPLIED HARDWARE OR SWAYBAR ENDLINK BOLT TORQUE TO 163Nm (120 ft-lb)

8. INSTALL ENDLINK (IF NOT USED FOR COILOVER) USE HOLE LOCATION THAT ENSURES IT IS ALIGNED VERTICALLY FOR CLEARANCE. TORQUE TO 163Nm (120 ft-lb)

TIGHTEN INTERNAL JAM NUT TO 60 Nm (45 lbf-ft) - TIGHTENED COUNTER-CLOCKWISE

TIGHTEN PINCH BOLT TO 60 Nm (45 lbf-ft)

5. INSTALL LATERAL LINK INTO KNUCKLE AND TORQUE TO 136Nm (100 ft-lb)

TIGHTEN PINCH BOLT TO 60 Nm (45 lbf-ft) (LUBRICATE ALL THREADS)

6. INSTALL MAIN ARM INTO FRONT SUBFRAME MOUNTING LOCATION OEM BOLT TORQUE: 120Nm(89 ft-lb)

10. ENSURE CORRECT SIDE HAS BEEN INSTALLED AS PER COMPRESSION ROD DIAGRAM ABOVE THEN INSTALL BOLTS TO THE LATERAL LINK TORQUE TO 88Nm (66 ft-lb)

9. INSTALL COMPRESSION LINK INTO REAR MOUNTING BRACKET TORQUE TO 88Nm (65 ft-lb)