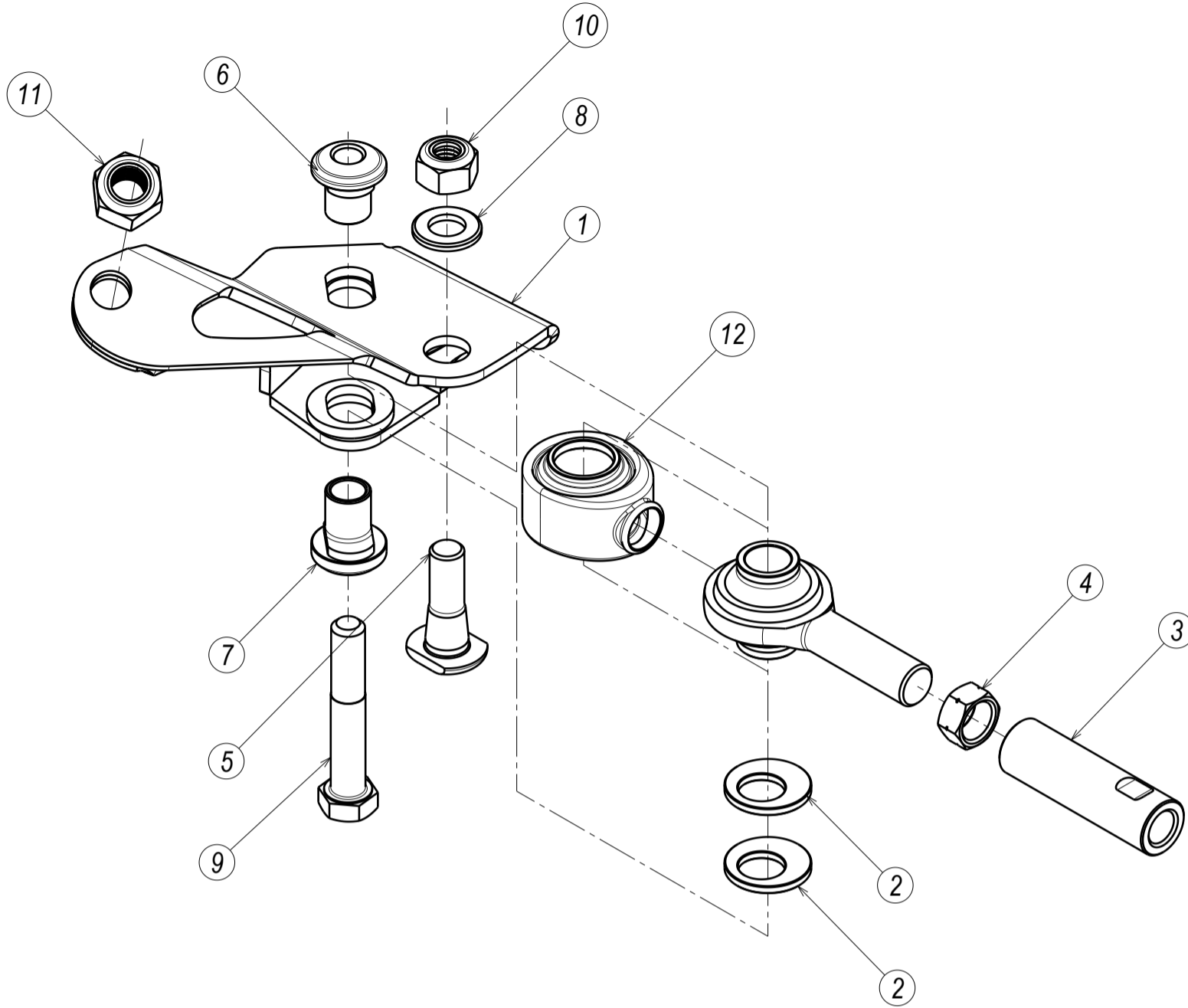
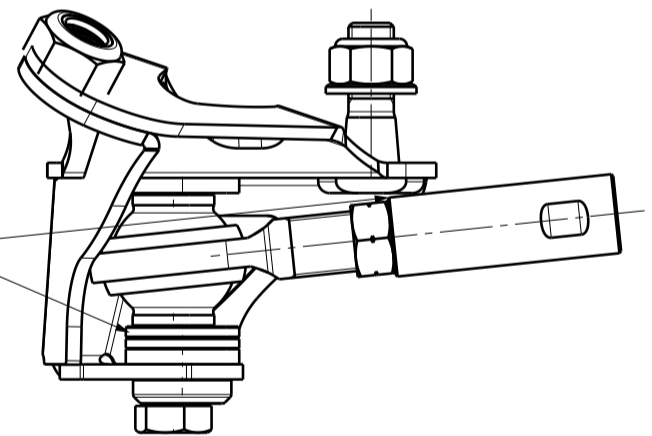


R33X-SSTR



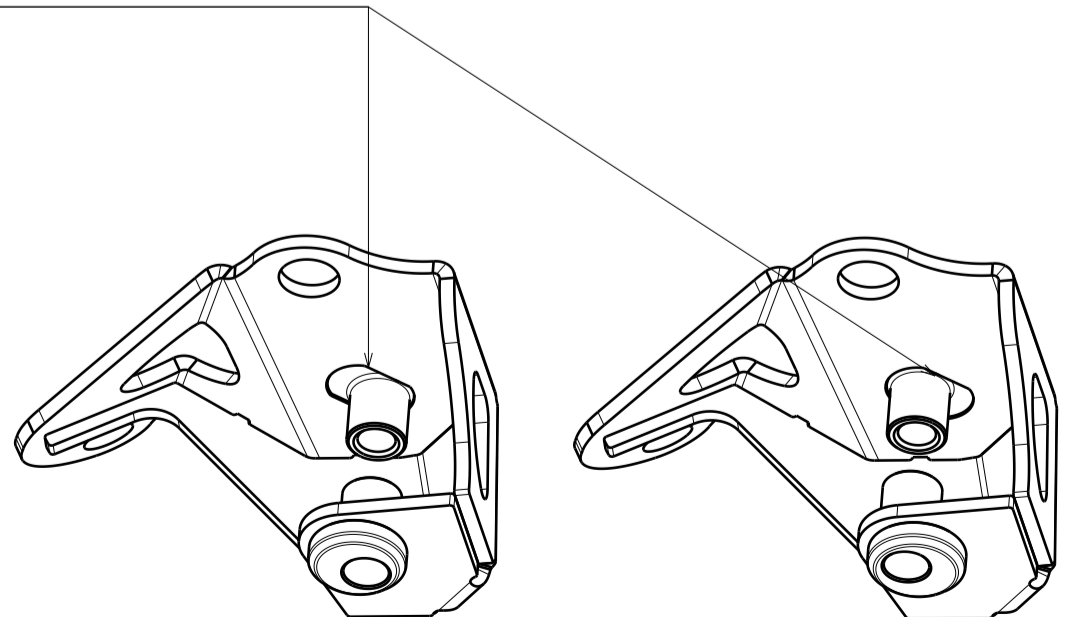
CHECK TIE ROD CLEARANCE FROM BRACKET AT MAXIMUM WHEEL DROOP (TEST ENTIRE STEERING RANGE), USE SPACERS TO INCREASE CLEARANCE, MORE SPACERS ON TOP WILL INCREASE CLEARANCE BUT ALSO INCREASE BUMPSTEER



TIE ROD CAN BE POSITIONED MORE INSIDE OR OUTSIDE

INNER TIE ROD ADJUSTMENT IS 4 FULL TURNS TO COMPENSATE

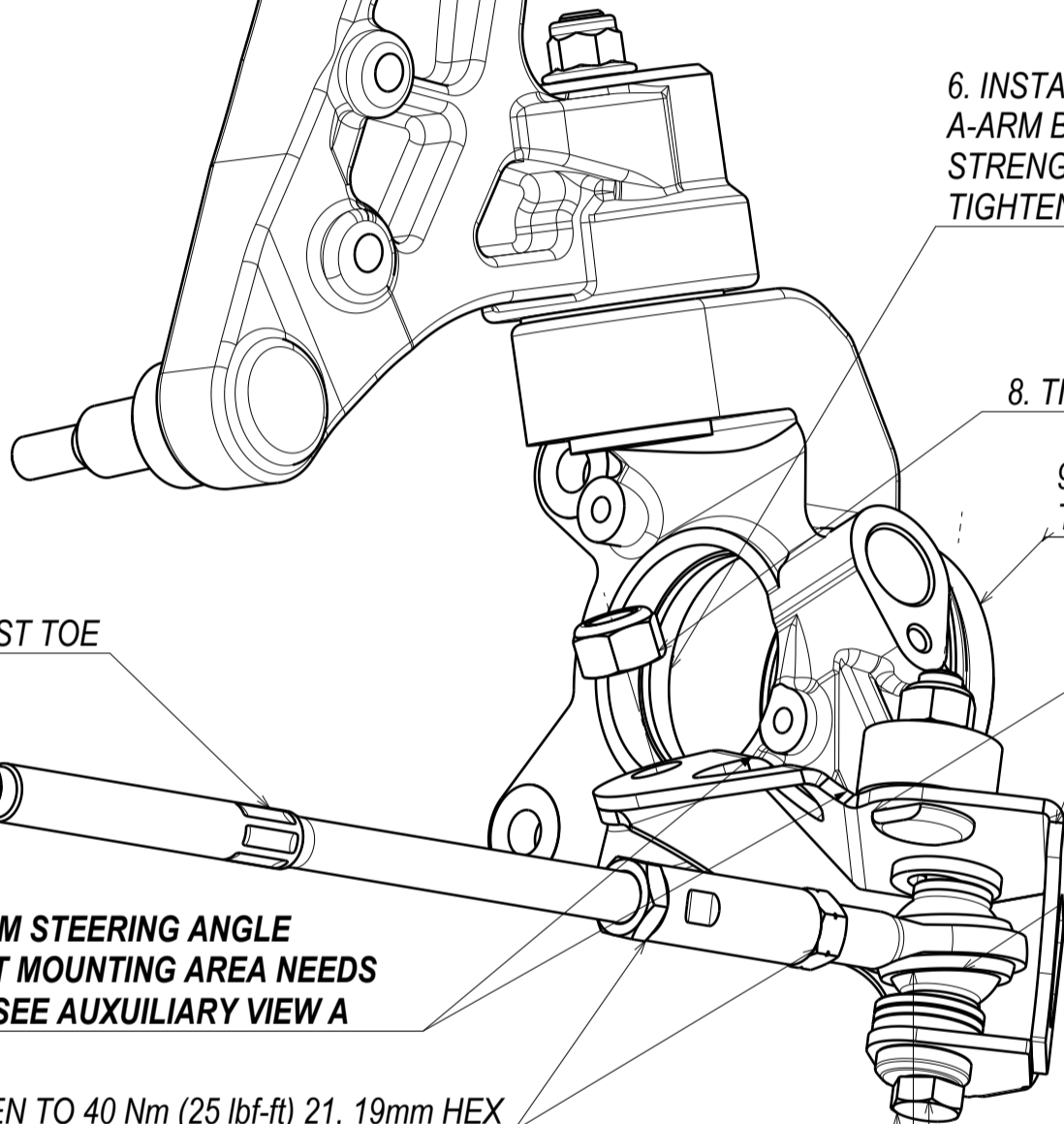
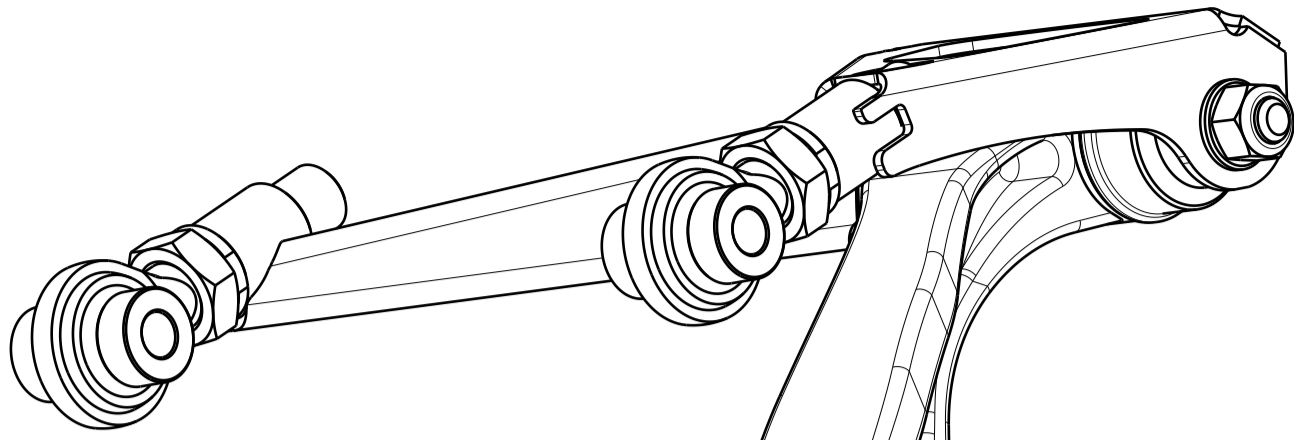
12	PCML10T BOOT	1
11	DIN 985-8 M14x1.5 NYLON LOCKING NUT	1
10	DIN 985-8 M12x1.75-10 NYLON LOCKING NUT	1
9	ISO 4014 BOLT M12x70 STEEL GRADE A	1
8	ISO 7089 WASHER 12x24 ZN HOT	1
7	370Z STEERING BRACKET BOTTOM SPACER	1
6	370Z STEERING BRACKET TOP SPACER	1
5	R33 STEERING BRACKET TIE ROD STUD	1
4	HEX JAM NUT 5/8-18 L/H SMALL	1
3	TIE ROD ADAPTER M14>5/8 UNF - 70mm	1
2	WASHER 16x32x5	2
1	R CHASSIS STEERING BRACKET R/H	1
PC NO	COMPONENT NAME	QTY



OUTSIDE POSITION - LESS ACKERMANN STEERING ANGLE

INSIDE POSITION - MORE ACKERMANN STEERING ANGLE

R33X-SSTR



6. INSTALL TIE ROD BRACKET TO BOTTOM A-ARM BALL JOINT, APPLY MEDIUM STRENGTH THREAD LOCK AND FINGER TIGHTEN THE NUT

8. TIGHTEN THE NUT TO 90Nm (65lbf-ft)

9. ADD WASHER AND TIGHTEN NUT TO 90 Nm (65 lbf-ft) 22mm HEX

7. INSTALL TIE ROD BRACKET SPACER AND STUD

CHECK THERE IS NO BINDING OF THE TIE ROD END AT MAXIMUM SUSPENSION COMPRESSION AND REBOUND

13. ADJUST TOE

12. TIGHTEN TO 90 Nm (65 lbf-ft) 34mm HEX

5. CUT AND TRIM OEM STEERING ANGLE LIMITER. BALL JOINT MOUNTING AREA NEEDS SLIGHT TRIMMING. SEE AUXILIARY VIEW A

14. TIGHTEN TO 40 Nm (25 lbf-ft) 21, 19mm HEX

1. REMOVE OUTER TIE ROD

2. REMOVE BOTTOM A-ARM BALL JOINT NUT

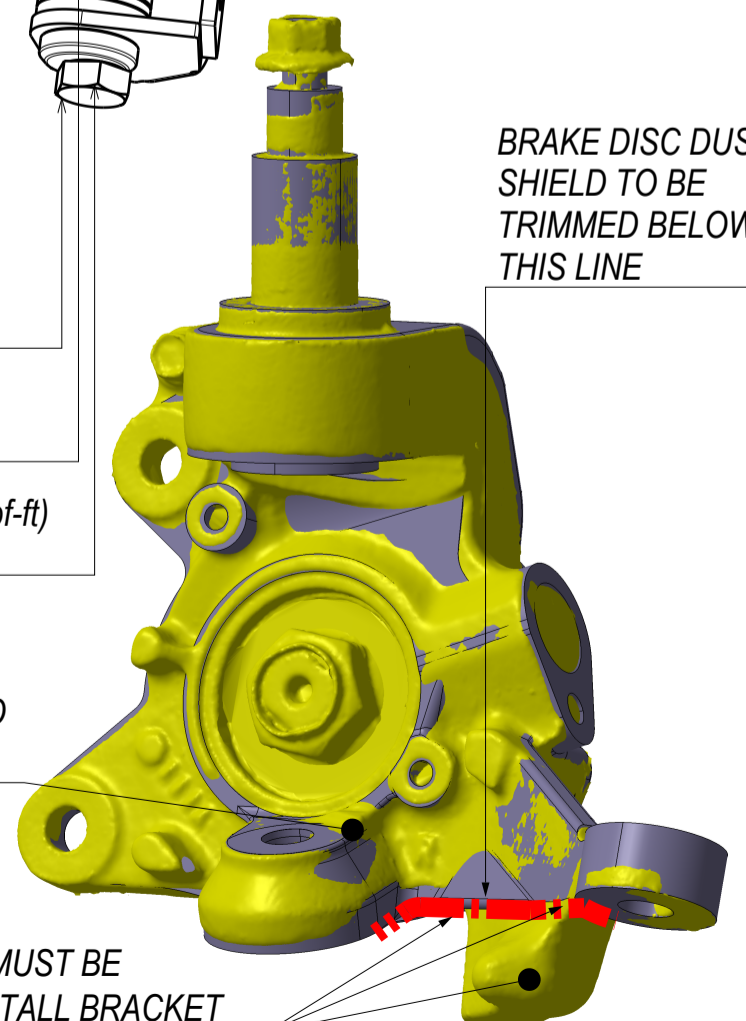
3. INSTALL DUST BOOT OVER ROD END

4. TIGHTEN BOLT TO 90 Nm (65 lbf-ft) 18mm HEX

BRAKE DISC DUST SHIELD TO BE TRIMMED BELOW THIS LINE

MINOR GRINDING MAY BE REQUIRED DUE TO CASTING INCONSISTANCES

OEM LOCKSTOP MUST BE REMOVED TO INSTALL BRACKET



Auxiliary view A