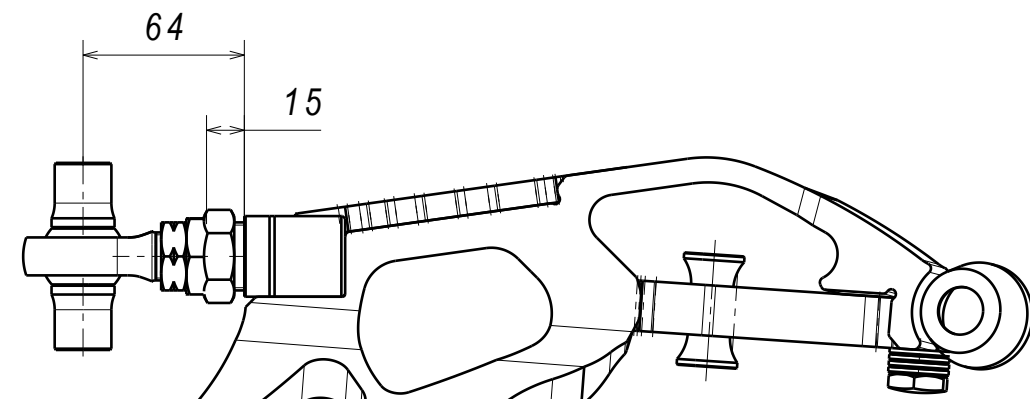
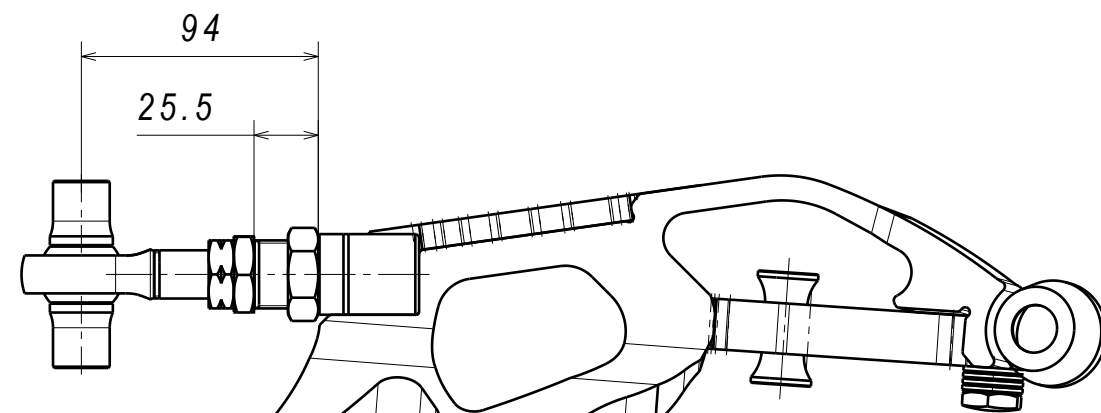


# Z33X-FLCA

UPPER A-ARM SHOULD BE SET AS LONG AS POSSIBLE WITHOUT CHASSIS INTERFERENCE. CAMBER CAN BE ADJUSTED FROM LOWER-ARM.



LOWER A-ARM  
SHORTEST CONFIGURATION



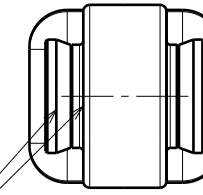
LOWER A-ARM  
LONGEST CONFIGURATION

14.5  
58

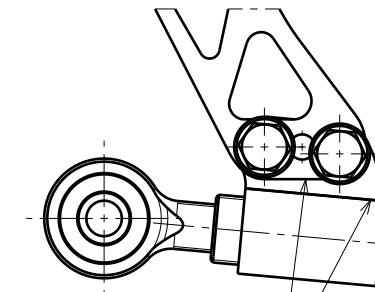
INTERNAL JAM NUT

## CRITICAL!

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



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.



ADJUSTER TO BE PARALLEL WITH ARM FOR DEFAULT SETTING

BALL JOINT NUT TORQUE: 94,5 Nm ( 70 lbf-ft )

**STEERING ANGLE LIMITER TO BE ADJUSTED FOR EACH APPLICATION  
TO PREVENT OVERCENTERING WHICH MAY DAMAGE THE A-ARM**

**BOLT TORQUE: 60 Nm ( 40 lbf-ft )**

COILOVER MOUNTING. OEM BOLT TORQUE: 107 Nm ( 79 lbf-ft )

ANTI-ROLL BAR LINK MOUNTING (3x). MOST WHEEL SIDE HOLE PROVIDES MOST ROLL STIFFNESS. PS! CHECK MAX. MISALIGNMENT

USE SUPPLIED 8,5mm THICKNESS SPACER ON THE INNER SIDE

OEM NUT TORQUE: 90 Nm ( 65 lbf-ft )

RE-USE OEM INSERTS

TORQUE: 94,5 Nm ( 70 lbf-ft )

TIGHTEN TO 90 Nm ( 65 lbf-ft )

12mm ALLEN L-KEY ( VERNIER ADJUSTER )

**10mm ALLEN L-KEY ( INNER ROD END JAM NUT )  
TURN COUNTER CLOCKWISE TO TIGHTEN AGAINST ROD END**

OEM BOLT TORQUE: 155 Nm ( 114 lbf-ft )

SHORT SPACER TO BE INSTALLED IN THE BOTTOM

OEM BOLT TORQUE: 130 Nm ( 96 lbf-ft )