

Z33X-RCKR

NOTE: V35 SKYLINE & G35 INFINITI SUBFRAMES MAY REQUIRE ADDITIONAL PLATING TO FILL GAP TO REINFORCEMENT:

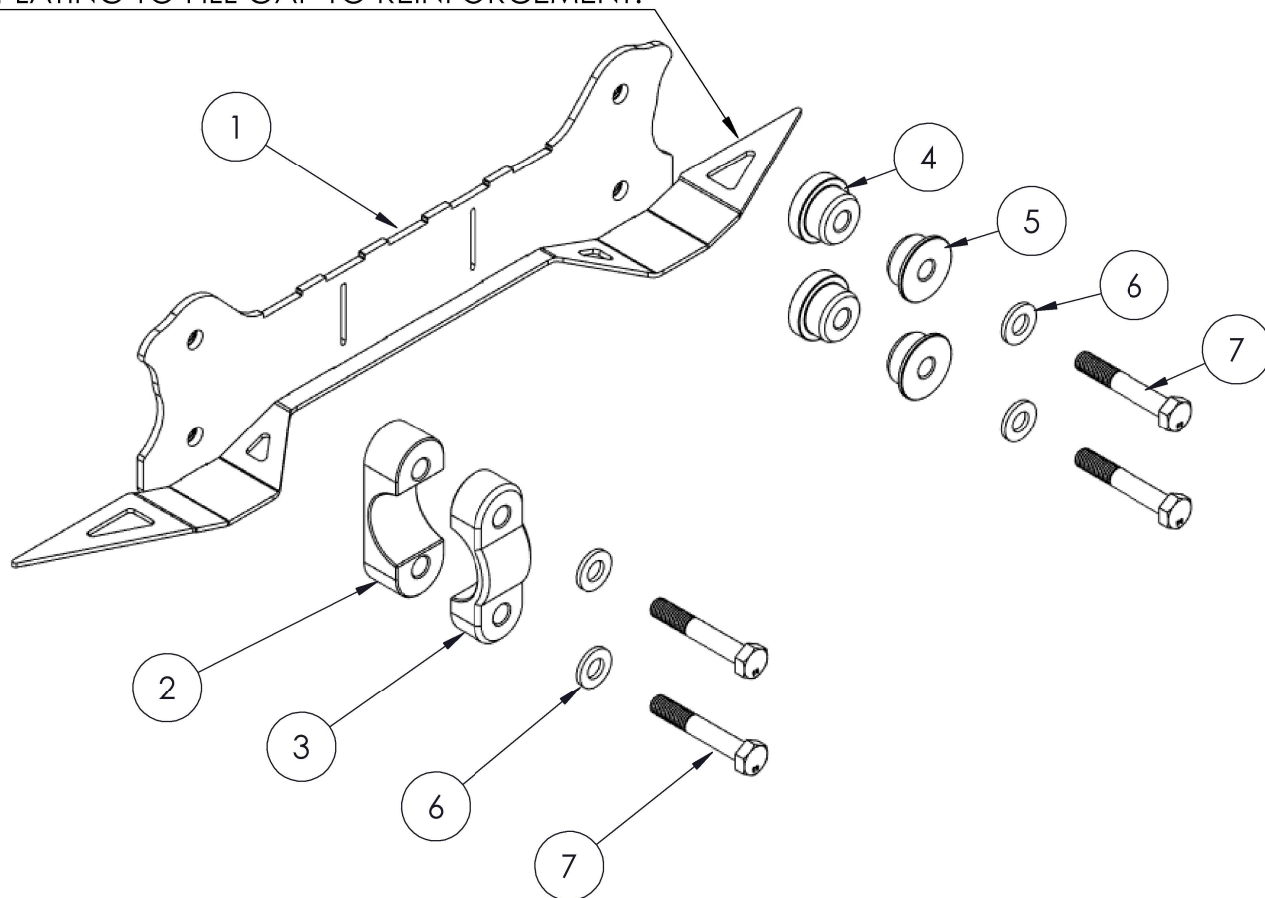


DIAGRAM A

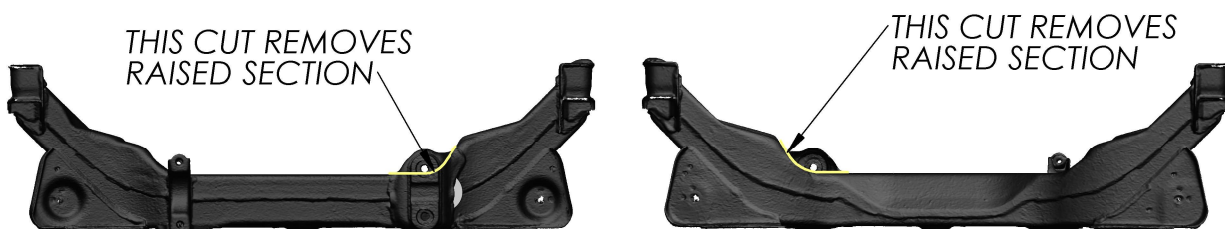
7	M12 x 1.75 x 75 BOLT	4
6	M12 WASHER	4
5	RELOCATED RACK REAR BUSH	2
4	RELOCATED RACK FRONT BUSH	2
3	REAR SW BUSH	1
2	FRONT SW BUSH	1
1	WELD IN RELOCATION FRAME	1
ITEM:	DESCRIPTION:	QTY:

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1. REMOVE THE FRONT CROSSMEMBER FROM THE VEHICLE.
2. IF PRINTING TEMPLATES, CONFIRM BY MEASUREMENT THAT THE SCALE IS CORRECT. IF NOT, REPRINT AND ADJUST THE SHEET SCALE.

CUTOUT ALL OF THE SUPPLIED TEMPLATE PIECES.

3. ALIGN THE TEMPLATE PIECES ON TO THE CROSSMEMBER AS SHOWN BELOW AND MARK THE EDGES TO BE CUT.
4. FIRST, CUT TO REMOVE THE RAISED SECTION.
THE SIDE WILL VARY BETWEEN LHD AND RHD (RHD PICTURED).



BACK (DIAGRAM B)

FRONT (DIAGRAM C)

5. ALIGN THE TEMPLATE PIECES ON TO THE CROSSMEMBER AS SHOWN BELOW AND MARK THE EDGES TO BE CUT.



DIAGRAM D

DIAGRAM E



BOTTOM (DIAGRAM F)

TOP (DIAGRAM G)

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6. CUT ALONG THE STRAIGHT MARKED LINE ON THE TOP AND ALONG BOTTOM OF THE CROSSMEMBER.
7. ONCE COMPLETE, DRAW A STRAIGHT LINE BETWEEN THE TOP AND BOTTOM CUTS ALONG THE SIDE. CUT DOWN THE SIDES AND REMOVE AS LITTLE MATERIAL AS POSSIBLE NOW AND MAKE FINE ADJUSTMENTS LATER.
8. REMOVE THE OEM BACK FACE OF THE CROSSMEMBER



DIAGRAM H

9. MAKE THE ADDITIONAL INDENT CUTS SO THAT THE NUT CLEARS AND THE RELOCATION FRAME CAN BE TEST FIT. (SEE DIAGRAM G)
10. TEST FIT THE RELOCATION FRAME TO THE CROSSMEMBER. FRAME MUST SIT FLAT ON THE CUT SURFACE, BE LEVEL AND EVEN. CHECK THAT THE NUTS ARE NOT CAUSING INTERFERENCE
11. USE A GRINDER TO REMOVE THE HIGH SPOTS FROM THE CROSSMEMBER TO IMPROVE FITMENT.
12. ONCE FITMENT IS OPTIMAL, TEST FIT THE RELOCATION FRAME AND USE THE ADDITIONAL TEMPLATE TO MARK THE MATERIAL WHICH MUST BE REMOVED. CUT AWAY THE AREA UP TO THE LINE.



DIAGRAM I

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13. REMOVE THE OEM BUSHES AND INSTALL THE NEW SOLID BUSHES IN TO THE STEERING RACK.

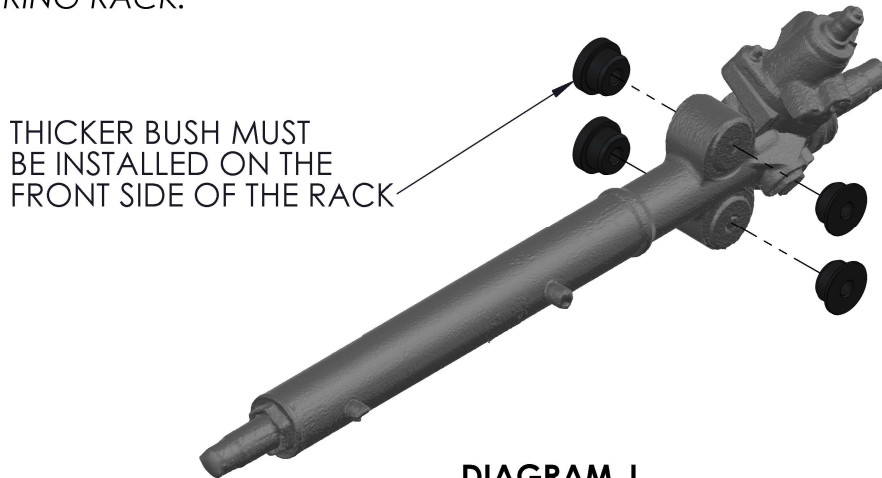


DIAGRAM J

14. WHILE TEST FITTING THE RELOCATION FRAME TO THE CROSSMEMBER, ALSO TEST FIT THE STEERING RACK ON TO THE FRAME. ENSURE THAT THERE IS ADEQUATE CLEARANCE ALL AROUND THE STEERING RACK AND TRIM CROSSMEMBER AS REQUIRED.

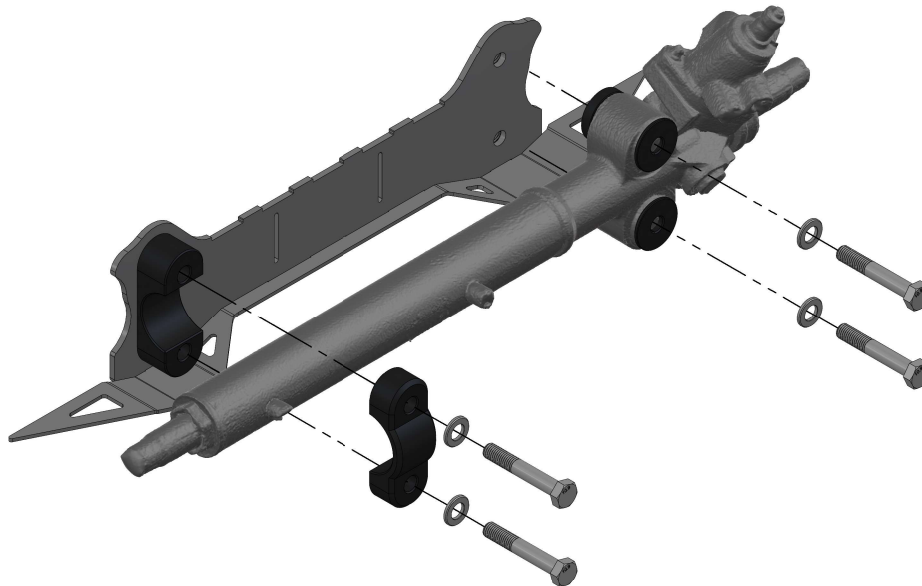


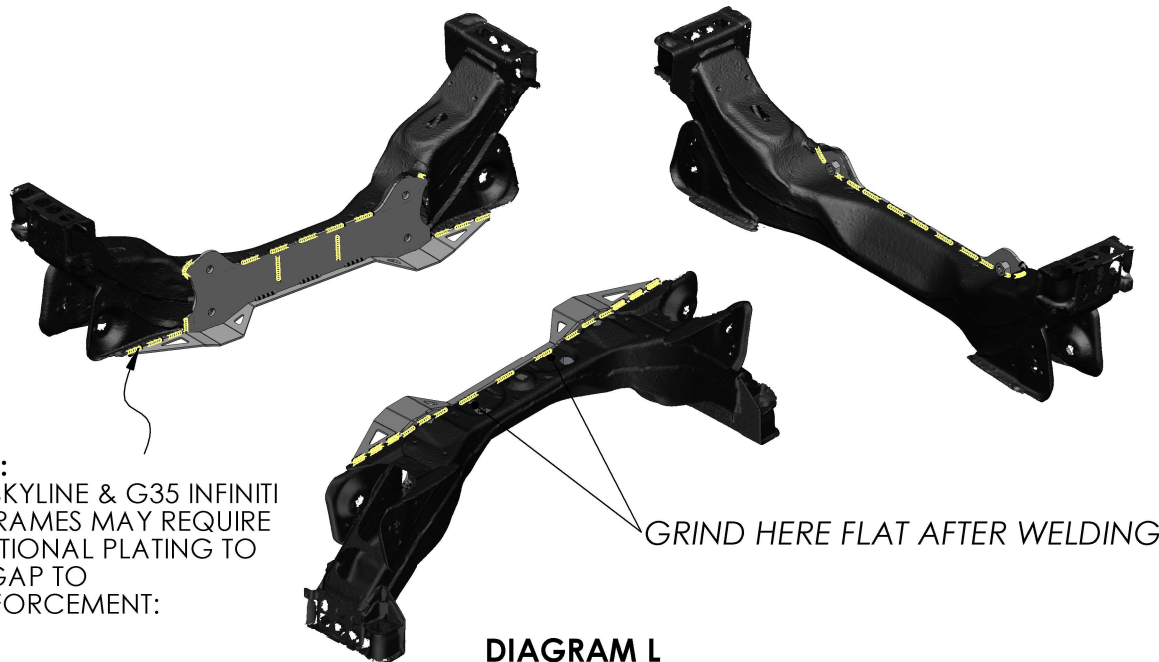
DIAGRAM K

15. ONCE CLEARANCE AND FITMENT IS OPTIMAL AND YOU ARE READY FOR WELDING, RE-INSTALL THE CROSSMEMBER INTO THE VEHICLE USING THE 4 MAIN CROSSMEMBER BOLTS AND TORQUE TO 117.5Nm (87ft-lb).
16. TACK WELD THE RELOCATION FRAME TO THE CROSSMEMBER AND ALLOW THE TACKS TO COOL WHILE IN THE CAR

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17. STITCH WELD THE RELOCATION FRAME TO THE CROSSMEMBER IN THE HIGHLIGHTED LOCATIONS.

NOTE: WELDING WHILE INSTALLED IN THE VEHICLE IS OPTIMAL AS THE CUT AWAY CROSSMEMBER IS FLEXIBLE AND LIKELY TO BE WELDED OUT OF POSITION AND TO WARP. ALTERNATIVELY, GOOD RESULTS COULD BE ACHIEVED OUTSIDE OF THE VEHICLE BY USING CAREFUL MEASUREMENTS AND BRACING.



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DIAGRAM L

18. ALLOW THE CROSSMEMBER TO COOL WHILE IN THE VEHICLE TO PREVENT WARPING.
19. REMOVE FROM THE VEHICLE AND GRIND FLAT THE AREA SURROUNDING THE LOWER THREADED HOLES (SEE ABOVE).
20. PAINT THE CROSSMEMBER TO PREVENT RUST AND CORROSION.
21. INSTALL THE FINISHED CROSSMEMBER USING THE FOLLOWING TORQUE SPECS
22. CROSSMEMBER MOUNTING BOLTS: 117.5Nm (87ft-lb)
 - ENGINE MOUNTS: 92.5Nm (68ft-lb)
 - STEERING RACK MOUNTS: 120Nm (88.5ft-lb)
 - TIE ROD TO STEERING RACK: 88.5Nm (65ft-lb)
23. CENTRE THE STEERING RACK AND RE-ATTACH THE STEERING COLUMN USING THE STEERING COLUMN EXTENSION. THE EXTENSION MUST BE INSTALLED ON TO THE INTERMEDIATE SHAFT (ABOVE THE UNI JOINT) AND TIGHTENED TO 28.5Nm (21ft-lb).
24. **CRITICAL!** ENSURE THAT THE FLAT LOCATING FACES OF THE STEERING COLUMN AND EXTENSION ARE ALIGNED WHEN INSTALLING.
25. INSTALL REMAINING COMPONENTS AND LOWER THE VEHICLE.