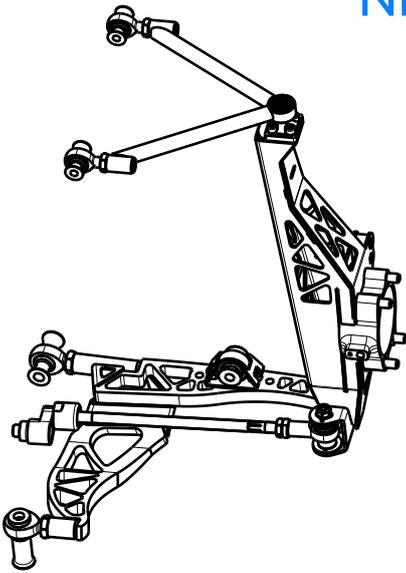
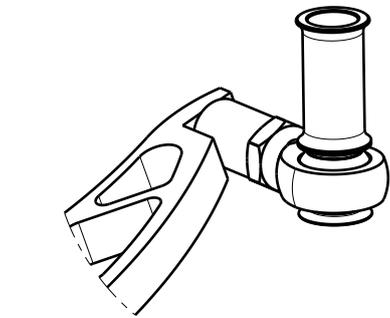


Nissan 350Z Front lock kit



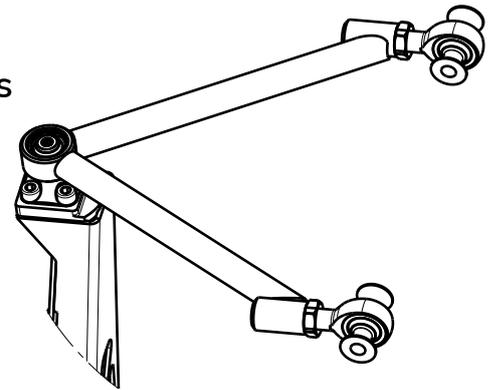
Overall view of assembled components in the right corner

All lengths (exc. tie rod) are pre set by Wisefab. No need to adjust before alignment.



Installing the upper A arms

Upper arms are symmetrical.

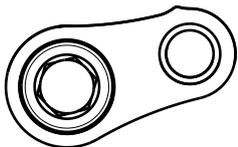


Installing the lower arms.

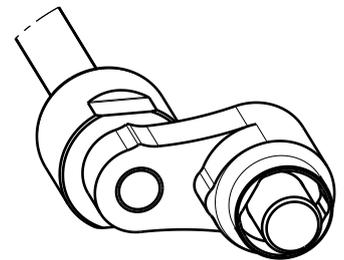
Use the long bushing on the top of the rear mount when installing the arms
Mount arms with stock bolts, we recommend using new ones.

Installing the rack offset spacer

Only If rack offset kit is used. Before installing the rack offset spacer clean the ends of the steering shaft where the spacers goes. After cleaning use thread lock on the spacer itself and shaft



When installing the rack offset spacer, be sure it faces forward and little bit upwards. Right side in the picture.

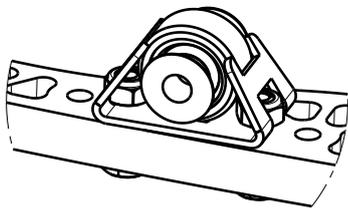


Adjusting suspension stiffness

You can adjust motion ratio (ride/roll stiffness) by changing the coilover mounting point on arm.

Moving it outwards, ride/roll will be stiffer.

Moving it inwards, ride/roll will be softer.



IMPORTANT!

If the kit is installed check the clearance between car body, suspension components and the wheel with tire in all extent of the suspension travel. For that the spring needs to be removed. If there is clearance issues then change your wheel alligment or limit the suspension travel.

**FOR RACING
USE ONLY**



If you still have some trouble installing the kit, contact us at sales@wisefab.com, or call us +372 5562 5669

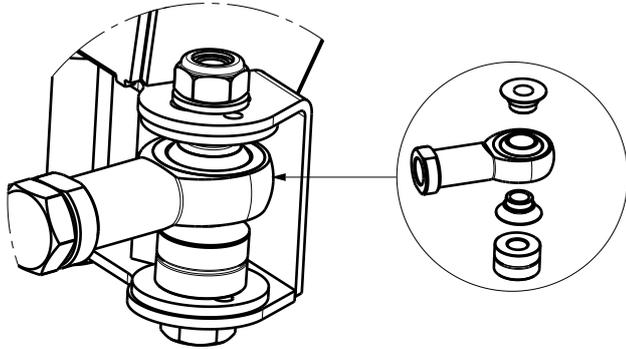
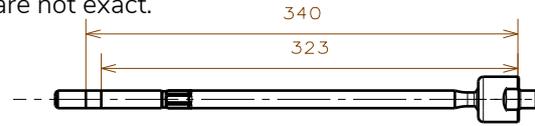
Installing the tie rods

As there are two different racks available, the tie rod lengths are not exact.

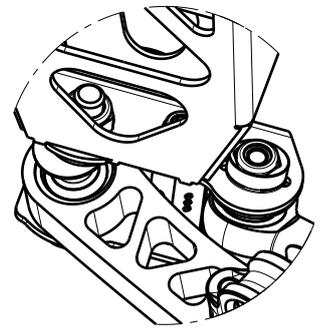
Measure your rack.

If your rack is 705mm long, cut the tie rods to 323mm

If your rack is 670mm long, cut the tie rods to 340mm



When installing the outer tie rod to the knuckle make sure that the outer tie rod is at the up most position and the supplied bushing is below it.



Lock stopper adjustment

Wisefab lock kits are equipped with hexagonal lock stoppers, where each side has a different offset. The more dimples, the more offset and by that less usable lock. When installing, make sure that Tie rod is not binding in any way.

IMPORTANT!

If the lock stopper is set check the clearance between car body, suspension components and the wheel with tire in all extent of the suspension travel. If there is clearance issues then limit the steering lock more or change your wheel alligment.

Recommended alignment specs

Camber: -3.7

Caster: 6.3

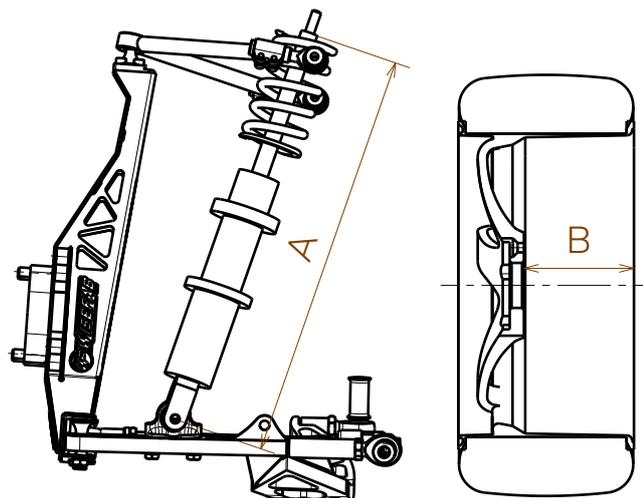
Toe: if ackerman is 0 or negative then total toe is 2 mm,
if ackerman is positive then total toe is 0.

Front track: 90 mm wider per side then the OEM

Strut lenght (A) Center fixing on the LCA
max: 630 mm
min: 500 mm

Wheel backspace (B) max 19": 150 mm
18": 145 mm
17": 140 mm

Some 17" wheels will not fit



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