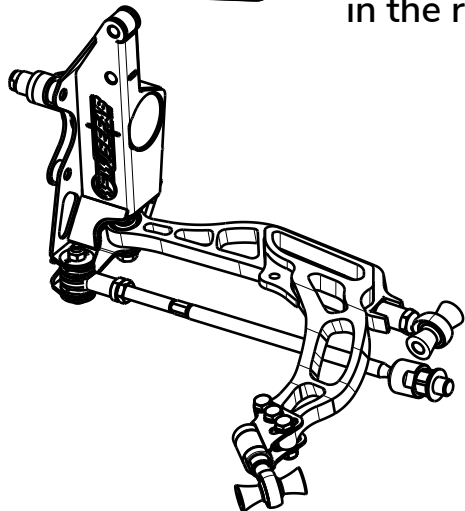


Nissan S14 Front steering rack lock kit

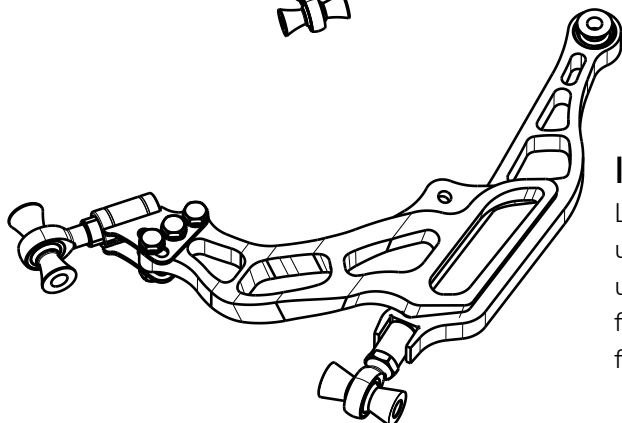
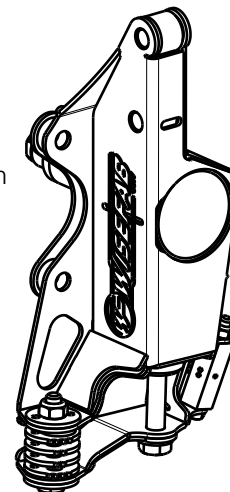


Overall view of assembled components in the right corner



Installing the knuckle

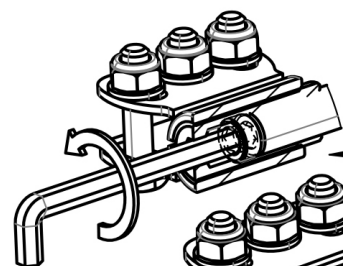
Only S14 or S15 5 lug wheel hubs can be used. When using S13 coilover the supplied conversion tubes has to be pressed into the knuckle. This will convert the coilover mounting holes from 14 mm to 12 mm



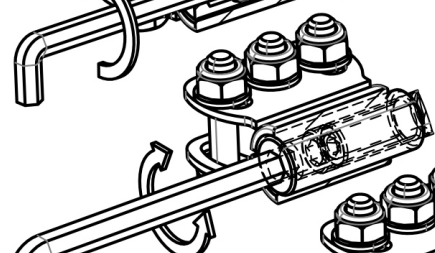
Installing the lower control arm

Lower control arm is designed for S14 and S15 chassis, but can be used on S13 also. Mount arms with stock bolts, we recommend using new ones and torque to OEM spec. Caster can be adjusted from the lower control arm with the Double Adjuster or from the top mount.

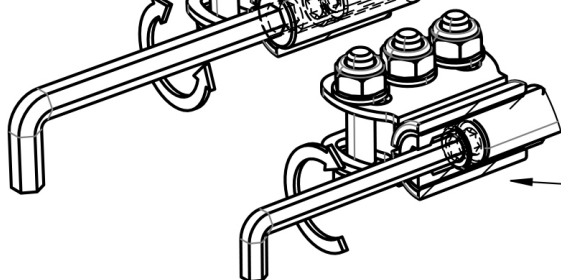
How to adjust Double Adjuster



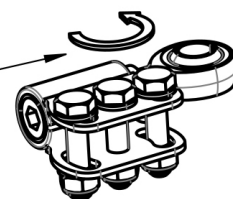
Step 1. Loosen Rodend locking nut with 8mm Allen key



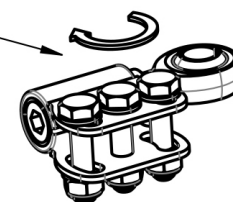
Step 2. Loosen mounting bolts. Leave center bolt binding to allow the adjuster body to rotate



Step 3. Adjust Double Adjuster with 10mm Allen key for caster adjustment



Step 4. Tighten mounting bolts. Also tightens the Adjuster body



Step 5. Lock Rodend locking nut with 8mm Allen key

**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

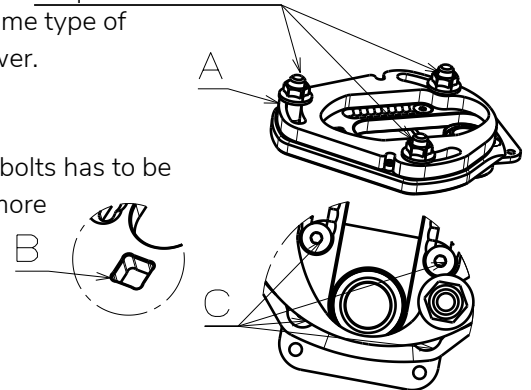
Installing the camber plates

There are 10mm spacer plates included with the camber plates (Fig. A). Some type of coilovers can be used with this spacer without the need to cut the strut tower. If the strut tower is cut then there is no need to use this spacer.

Camber plate has a built in caster adjustment. For that the three mounting bolts has to be loosened. There is a square hole for a 1/2" ratchet in the camber plate for more convenient adjustment (Fig. B).

Camber plates are preset to the correct position. This will ensure the best possible performance. (Fig. C).

Maximum tightening torque 50Nm

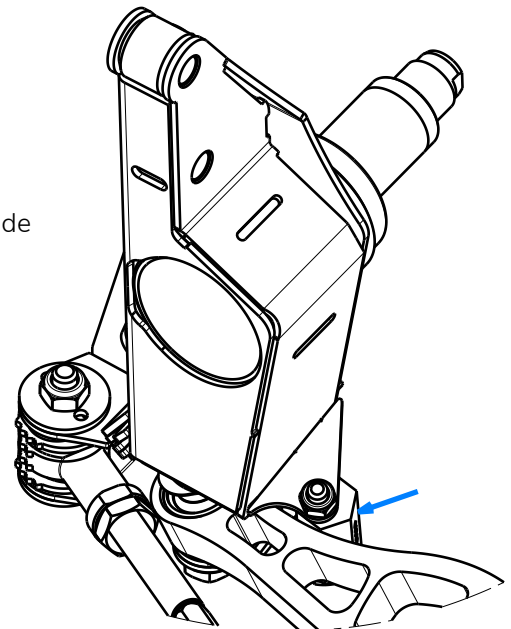


Lock stopper adjustment

This Wisefab kit is equipped with hexagonal lock stoppers, where each side has a different offset. The more dimples, the less steering 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 alignment. After the first shake down check that all the nuts and bolts are tight



Recommended alignment specs

Camber: $-4,5^{\circ} \pm 0,5^{\circ}$

Caster: $4,5^{\circ} \pm 0,5^{\circ}$

Toe: 4-10 mm toe out per axle

Front track: 80 mm wider per side then OEM

Strut lenght (A) max: 410 mm

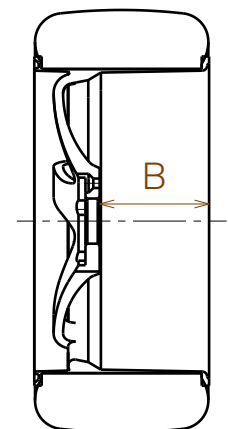
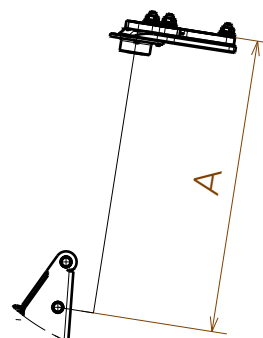
min: 270 mm

Wheel backspace (B) max 19": 140 mm

18": 135 mm

17": 130 mm

Some 17" wheels will fit



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