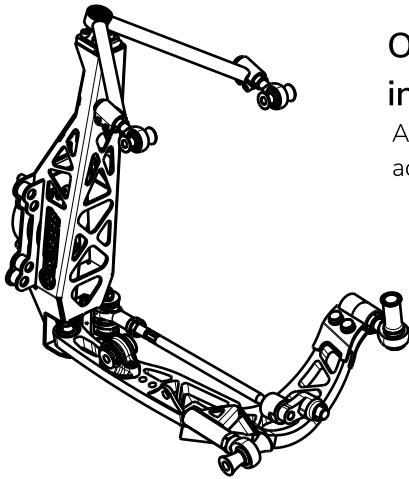


Nissan 350Z lock kit

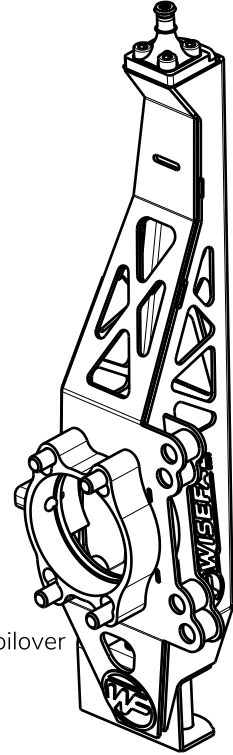
Overall view of assembled components in the right corner

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



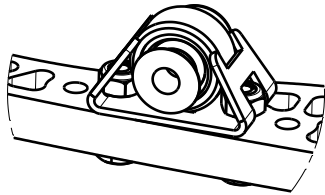
Installing the knuckle

Both 350Z and 370Z wheel bearings and brakes can be used. Some aftermarket brake kits or brake adapters might not work with Wisefab knuckle.



Adjusting suspension stiffness

You can adjust motion ratio (ride/roll stiffness) by changing the coilover mounting point on the lower control arm. Moving it outwards, ride/roll will be stiffer. Moving it inwards, ride/roll will be softer.



How to adjust Double Adjuster

Step 1: Loosen Rod end locking nut with 8 mm Allen key

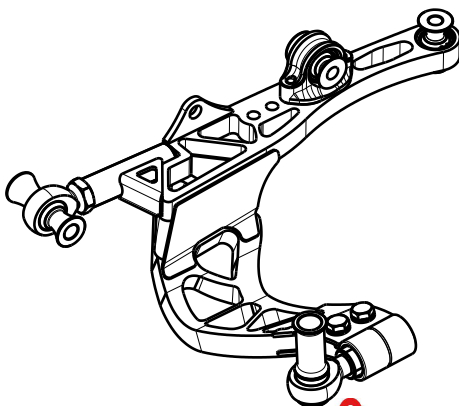
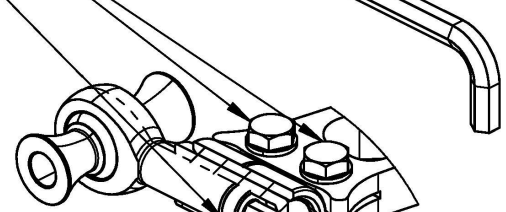
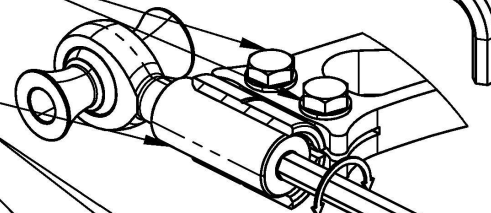
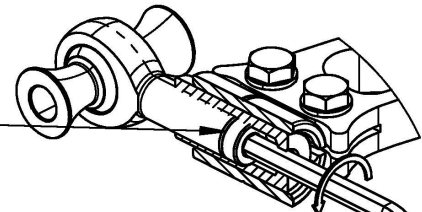
Step 2: Loosen bolts

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

Step 4: Tighten the bolts

Step 5: Lock the Rod end locking nut with 8 mm Allen key

In this example the lower control arm adjuster is shown. Same principle works for the upper control arm.



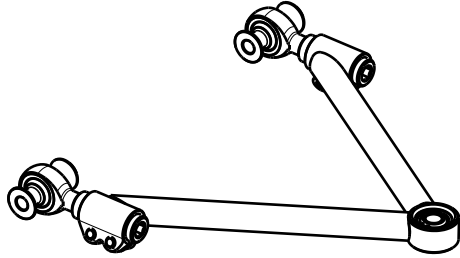
Installing the lower control arm

Install the long bushing on top of the lower control arm rear joint. 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 upper control arm.

**FOR RACING
USE ONLY**

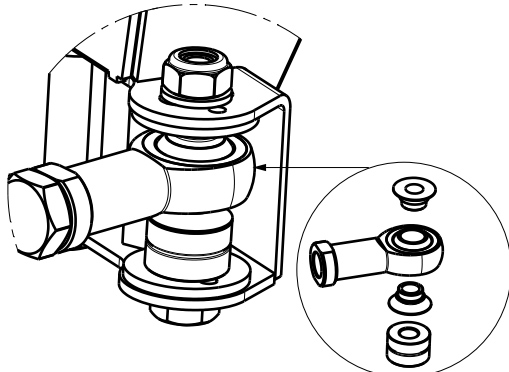


If you still have some trouble installing the kit, contact us at sales@wisefab.com, or call us +372 5562 5669

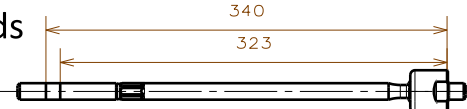


Installing the upper control arm

Mount arms with stock bolts, we recommend using new ones and torque to OEM spec. Caster and camber can be adjusted from the two double adjusters on the upper control arm. Left and right control arms are identical. Tighten the upper control arm to knuckle bolt to 35 Nm.



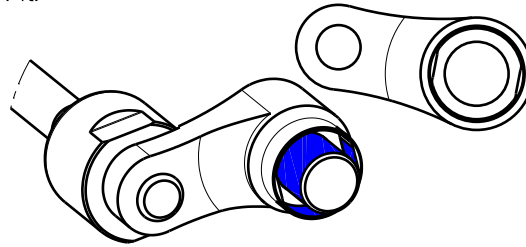
Installing the tie rods



Measure your rack. If your rack is 705mm long, cut the tie rods to **323mm** for rack offset spacer or **333mm** for rack relocation. If your rack is 690mm long, cut the tie rods to **330mm** for rack offset spacer or **340mm** for rack relocation. If your rack is 670mm long, cut the tie rods to **340mm** for rack offset spacer or **350mm** for rack relocation. 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.

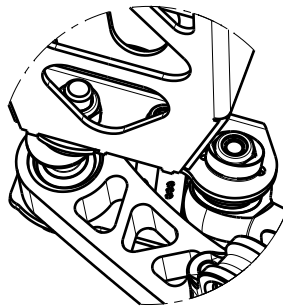
Installing the rack offset spacer

Do not use with rack relocation kit. 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.



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.



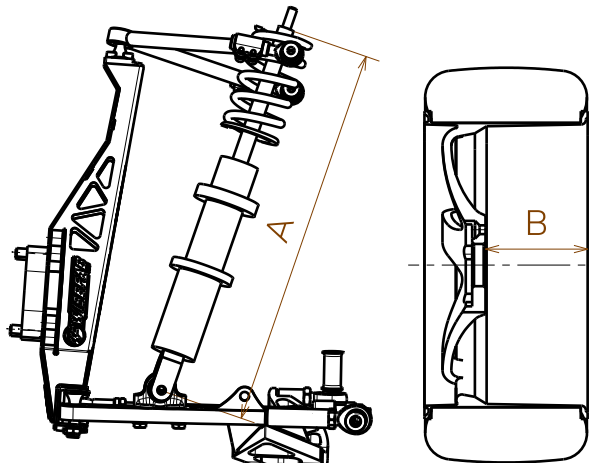
IMPORTANT!

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 alligment. After the first shake down check that all the nuts and bolts are tight

Recommended alignment specs

- Camber: $-4^{\circ} \pm 0,5^{\circ}$
- Caster: $6^{\circ} \pm 0,5^{\circ}$
- Toe: -2 mm toe out per axle with 0 or negative Ackermann
0 mm toe out per axle with positive Ackermann
(this is base toe setup, adjust it as needed)
- Front track: 65 mm wider per side then OEM
- Strut lenght (A) middle fixing on the lower control arm
max: 610 mm
min: 510 mm
- Wheel backspace (B) max 19": 145 mm
18": 145 mm
17": 145 mm

Some 17" wheels will fit



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