

VCC13 VCC

THIRTEEN



NISSAN/INFINITI ADJUSTABLE FRONT ENDLINK INSTALLATION INSTRUCTIONS:

03-08 NISSAN 350Z Z33
03-06 INFINITI G35 SEDAN V35
03-07 INFINITI G35 COUPE V35
08+ INFINITI G37X V36
14+ INFINITI Q50X V37
17+ INFINITI Q60X V37

PART NUMBER:
ADEL-0500

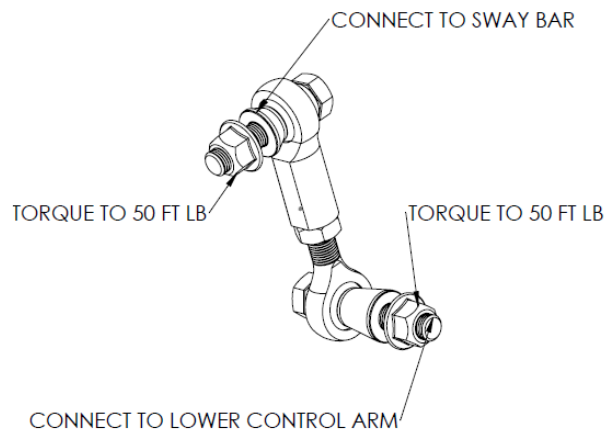
It is recommended the installation of all Voodoo13 parts be completed by an experienced suspension tuning professional. With proper installation and maintenance, Voodoo-13 suspension products will provide exceptional performance and durability. For any questions, please contact Voodoo 13 immediately. Thank you for choosing Voodoo-13 for your suspension component needs!

RECOMMENDED TOOLS AND SUPPLIES

- General Mechanics Tool Set
- Jack and Jack Stands
- 17mm Wrench
- 18mm Socket or Wrench
- 19mm Socket or Wrench
- 14mm Stock or Wrench

PART BREAKDOWN

NOTE: For any OEM hardware please refer to OEM service manual for torque specifications. For all included hardware please torque to the specifications shown below. It is recommended to use a torque wrench when tightening instead of an impact wrench. Apply anti-seize to all hardware threads.



INSTALLATION PROCEDURE

Step 1: Lift the vehicle to a safe height using the recommended factory lift points to work underneath the front suspension. Ensure placement of safety jack stands where recommended by the manufacturer's service manual before working underneath the vehicle (unless using a vehicle lift with safety locks).

NOTE: If you can lift the entire front suspension where the rear wheels are off the ground, this will ease the process of removing the OEM end links.- If you can only lift one side of the vehicle, you will need to use a floor jack on the lower portion of the knuckle to relieve the tension on the sway bar.

Step 2: First use a 17mm socket to remove the nut securing the end link to the sway bar.

Step 3: Next use a 19mm wrench and a 17mm socket to properly remove the nut securing the end link to the lower control arm. Place the 19mm wrench on the end link nut that sits behind the lower control arm to secure it from moving, then properly use the 17mm socket to remove the main end link nut that is mounted to the lower control arm.

Step 4: Adjust the end link to the same length as the factory end link. Measurement of the end link is taken by measuring from the center of one ball joint to the other.

Note: Increasing from the factory end link length is a fine way of increasing the spring rate of the sway bar, however, take into consideration the length of the sway bar does not interfere with anything else such as the lower control arms or the chassis itself. Also, since the end links are independently adjustable in length, you can dial out preload in the sway bar. Preload in the sway bar can be result of corner balancing a vehicle with height adjustable shocks or struts or an uneven height in the suspension.

Step 5: Now connect the end link with the smaller spacer side to the sway bar and connect the bigger spacer side to the lower control arm. Slowly put the supplied flanged locking nut to both bolts.

NOTE: Reinstall the end links with the entire car on flat ground to eliminate preload. Install one end link on one side. Then install on the opposite side, sway bar ends first. Then adjust the length of the end link until the other bolt easily inserts into the sway bar.

Step 6: Once both end link ends is properly secure into placed, and the proper length have been setup. Properly torque both nut to **50 ft/lbs** using a torque wrench.

Step 8: Once the lengths of the end links are established, tighten the jams nuts against the female hem joint on both sides. Properly torque the jams nuts to **30 ft/lbs** using a torque wrench.

NOTE: Double check to make sure nothing is loose, and all bolts are put into the correct place. Assure that all nuts are torque to the correct specification. Due to the nature of the solid misalignment spacer, it's normal for occasional noises to occur. Take the car out for a spin and enjoy the new pair of end link.