



**ADJUSTABLE FRONT UPPER CONTROL
ARMS (CAMBER / CASTER)**

INSTALLATION INSTRUCTIONS:

09+ NISSAN 370Z Z34

07-08 INFINITI G35 V36 SEDAN

08+ INFINITI G25/G37 V36 SEDAN & COUPE

PART NUMBER:

FCNS-0400

We recommend that installation of all Voodoo13 parts be completed by a professional who is experienced in suspension tuning. With proper installation and maintenance, Voodoo13 suspension products will provide exceptional performance and durability. For any questions, please contact Voodoo 13 immediately. We thank you for choosing Voodoo13 for your suspension tuning needs!

NEED HELP?

Our representatives are here to help you with any questions concerning the operation of this product.

CALL 480-889-0812

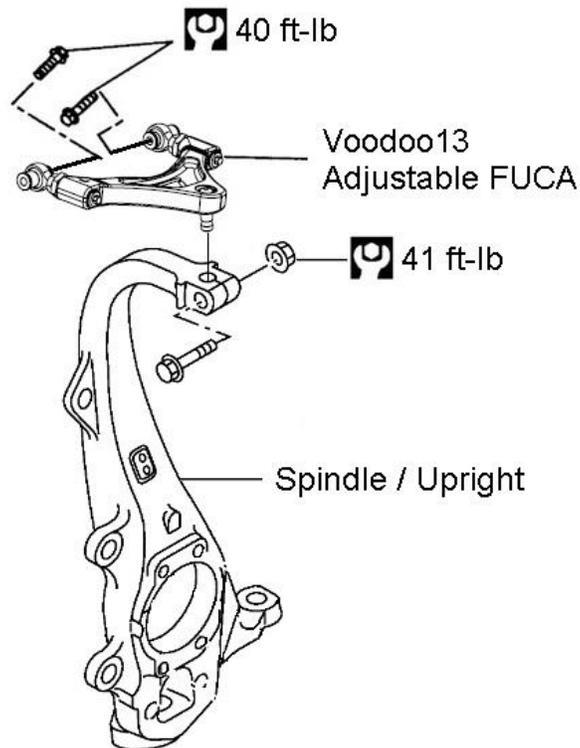
Monday thru Friday 8:30am to 5:30pm MST

RECOMMENDED TOOLS AND SUPPLIES

- General Mechanics Tool Set
- Torque Wrench

PART BREAKDOWN

NOTE: For any OE hardware please refer to OEM service manual for torque specifications. For all included hardware please torque to specifications shown below.



INSTALLATION PROCEDURE

Step 1: Lift the vehicle to a safe height using the recommended factory lift points to work underneath the front suspension. Ensure to place safety jack stands where recommended by Nissan before anyone goes underneath the car (unless using a vehicle lift with safety locks).

Step 2: Remove both front wheels and set aside. Locate the OEM front upper control arm and remove the factory cross bolt and nut on the top of the upright. Separate the upper arm from the upright and move upright to the side. Remove the rear two mount bolts and remove the factory upper arm.

Step 3: Making sure the larger misalignment spacers are pointing outward, install the rear mounts of the appropriate upper control arm (Left and Right sides are different). Ensure rod ends and adjusters are adjusted completely in before installation. Torque mount bolts to 40 ft-lbs.

⚠ NOTE: If you plan on running near maximum negative camber, you may need to trim the inner mount sheet metal in the area shown below. Rotate the upper arm in the full range to see how much trimming is needed. Remove as little material as possible.

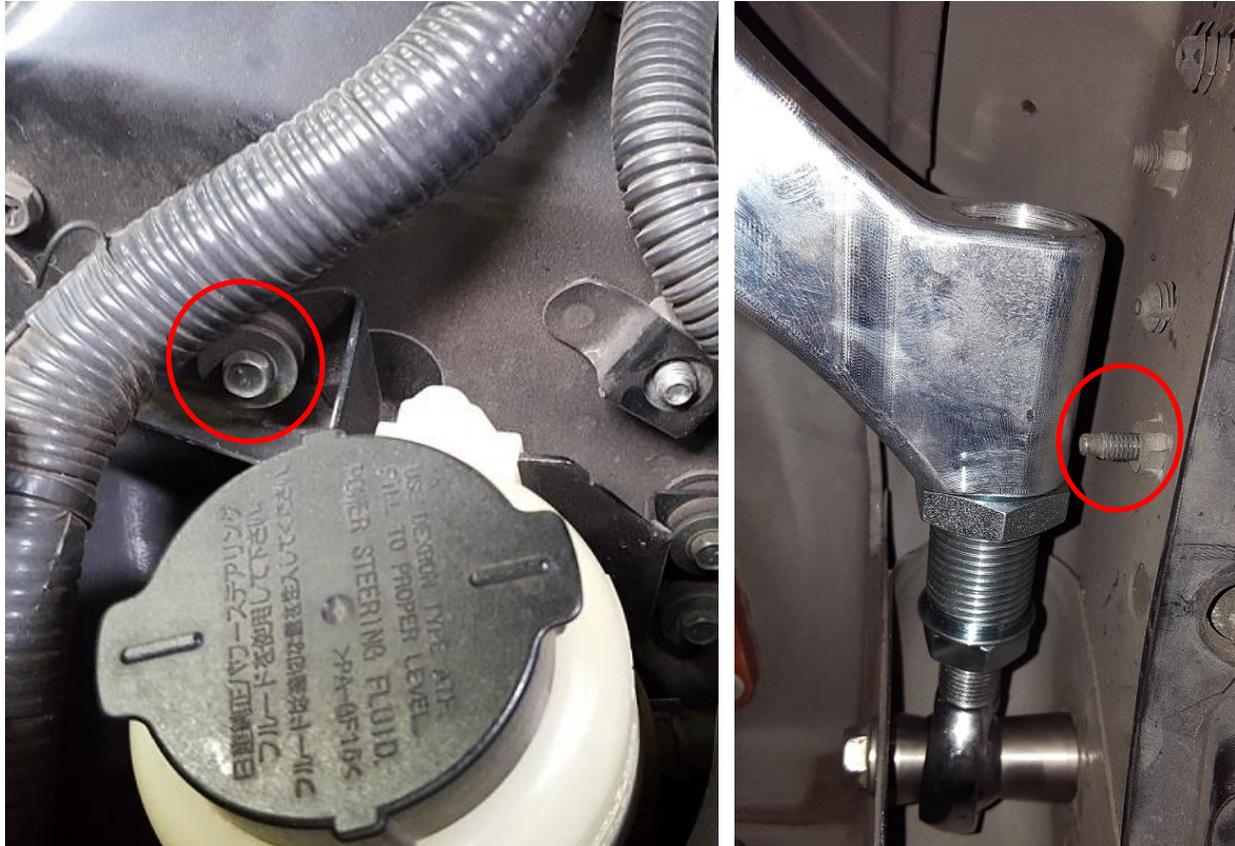


Step 4: Lifting the upper control arm out of the way, bring back the set aside upright and insert the ball joint shank into the appropriate mounting hole on top of the spindle. Reinstall factory cross bolt and nut and torque to 43 ft-lbs.

⚠ NOTE: If you plan on slamming the car or are running very soft spring rates, you may need to trim the top edges of the upper mount on the knuckle in the area shown below. Rotate the knuckle the full range with the upper arm attached to see how much trimming is needed. Remove as little material as possible.



Step 5: Locate the power steering reservoir in the engine bay. The upper left mounting bolt is too long from the factory and may interfere with the Voodoo13 front upper arm as shown below. Use the supplied M6-1.0 x 25mm bolt for the mount in its place.

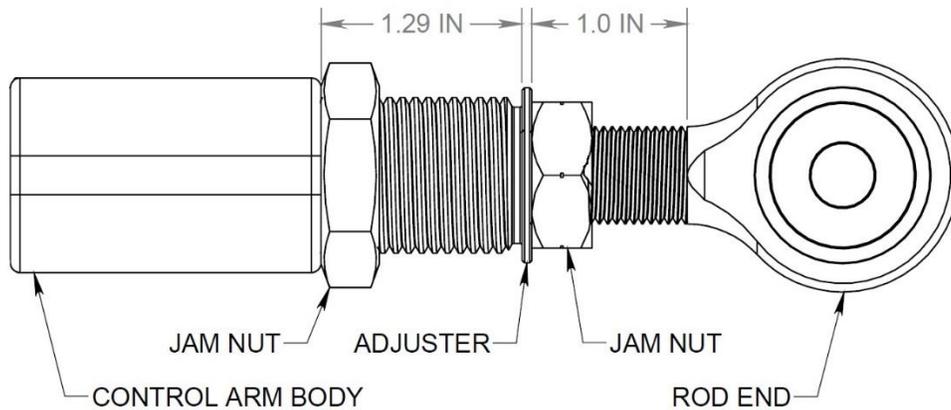


Step 6: Using a 10mm socket and ratchet (recommended to use 3/8" drive), adjust the front and rear adjusters to desired camber and/or caster settings. If factory caster is desired, adjust evenly. Using an 11/16" end wrench, tighten smaller rod end jam nuts against adjuster flange securely. Use 10mm socket again to align rod end position as shown on next page. Using a 1-1/4" end wrench, securely fasten the larger jam nut against the control arm body.

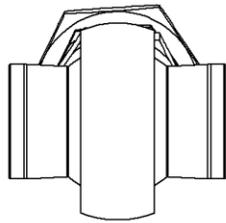
Step 7: Reinstall wheels and lower vehicle safely back to the ground and perform a vehicle alignment. You are finished!

ROD END ADJUSTMENT GUIDELINES

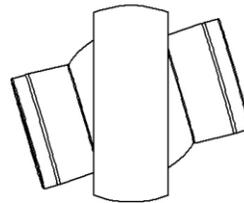
When adjusting rod end to desired position, adjust so that the rod end and adjuster are completely adjusted in before install, taking care to not surpass max adjustment as shown below while on the car. Always use the jam nuts to secure the rod end and adjuster. Never tighten the rod end into the adjuster or the adjuster in the lower control arm as a jamming mechanism.



CORRECTLY ADJUSTED (MAX ADJUSTMENT SHOWN)



CORRECTLY POSITIONED



INCORRECTLY POSITIONED
TOO MUCH STATIC ROD END MISALIGNMENT

WARRANTY

All products sold are subject to the following warranty:

Voodoo13 offers a Limited Lifetime Warranty for our products to the original retail consumer against defects and workmanship when used on light truck and car applications under normal operating conditions. This warranty does not apply to parts that have been improperly installed or wearable items such as, but not limited to, worn bushings or bearings unless proven to be defective from the manufacturer.

Exterior finish on all Voodoo13 products is not considered a valid warranty; consumers are responsible for the maintenance of paint, anodize or raw metal finish.

The consumer will be responsible for the removal and freight costs both to and from the Distributor from which the product was originally purchased. Proof of purchase and product registration through the Voodoo13 website is mandatory in order to receive warrantee replacement; original invoice from the Distributor from which the product was purchased must accompany the product in question for warrantee.

Voodoo13 has the right to refuse a warrantee claim if procedures are not met by the original consumer. All returns must have an R.M.A. approval from Voodoo13 prior to shipping direct to the Voodoo13 facility. Exclusions from this warranty are sales outside of the United States, the finish, dents, rust, or any condition caused by abnormal use or neglect.

WARNING

High performance parts. For off-road use only. Installation should be carried out by a qualified facility. Improper use or installation may result in injury or death.



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