

Z1 300ZX REAR UPPER CONTROL ARMS INSTALLATION MANUAL



This Installation Manual is intended for the following models:

1990-1996

300ZX (Z32)

PROLOGUE:

Study these instructions completely before proceeding to assembly. The installer must have a thorough knowledge of automotive systems operation, safety, and sound maintenance practices. If unfamiliar with any of the concepts outlined in this instruction, we recommend the installation be completed by a qualified professional.

WARNING!

Extreme caution should be taken when performing maintenance or performance upgrades to your vehicle. Please observe and abide by any Warning or Caution labels placed on the various components and tools used when servicing your vehicle. If you have any questions regarding installation or the various components included with the Z1 Motorsports 300ZX Rear Upper Control Arms, consult with a Professional Mechanic, or contact Z1 Motorsports for more information.

PARTS INCLUDED:

Item	Quantity	Description
1	1	LH, Rear Upper Control Arm
2	1	RH, Rear Upper Control Arm
3	2	M12 Flanged Nut, Inner Mount
4	2	M12 Flanged Bolt, Inner Mount
5	2	Lubricant, Bushing
Track Version FUCA will provide the following:		
6	2	Pre-assembled Solid Heim Joint Assembly
Street Version FUCA will provide the following:		
7	2	Pre-assembled Urethane Bushing Assembly

TOOLS REQUIRED:

- Hydraulic Jack
- (2) 2-Ton Jackstands
- Ratchet w/ Extension(s)
- Assorted Metric Sockets
- Assorted Metric Wrenches
- Torque Wrench
- Adjustable Wrench
- Lithium Based Grease

SAFETY REQUIREMENTS:

- Always wear safety glasses and any necessary protective garments. If using any fluids, chemicals, or solvents, a respirator is recommended.
- Remove jewelry.
- Always turn the ignition to the OFF position and disconnect/secure the **NEGATIVE** battery terminal.
- Always use properly rated jack stands when working under your vehicle.
- Always keep limbs and parts away from moving drivetrain parts.
- Only operate drivetrain in safe space and well-ventilated areas.

BEFORE YOU BEGIN:

Remove contents from the Z1 Motorsports 300ZX Rear Upper Control Arm box and verify that **ALL** necessary hardware and parts are present.

PROCEDURE:

1. Place the transmission in Park position (or in Reverse gear if equipped with a manual transmission). Apply the parking brake.
2. Loosen rear lug nuts but do not remove.
3. Raise and support vehicle on jackstands or lift to access rear suspension.
4. Remove lug nuts and rear wheels.
5. Open rear hatch and remove rear trim panels per FSM to access upper shock absorber mounts.
6. Remove the (2) two Rear Shock tower nuts on each side of the car, see *Figure 1* below.

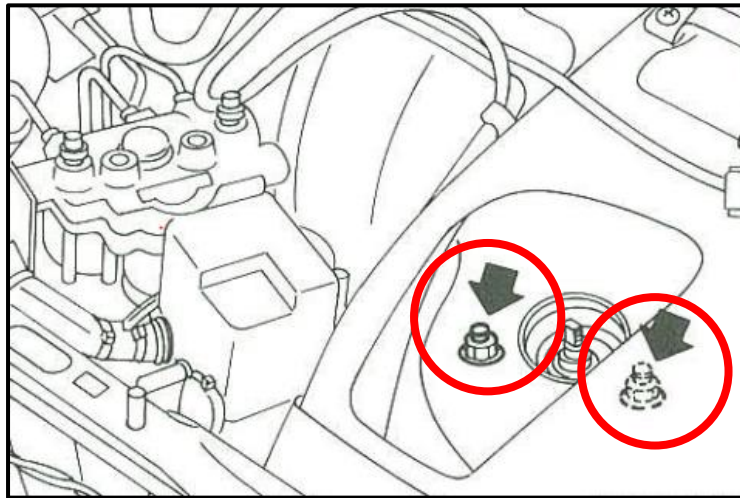


Figure 1

7. Remove the Lower Shock to Knuckle bolt and nut hardware. *Figure 2*.

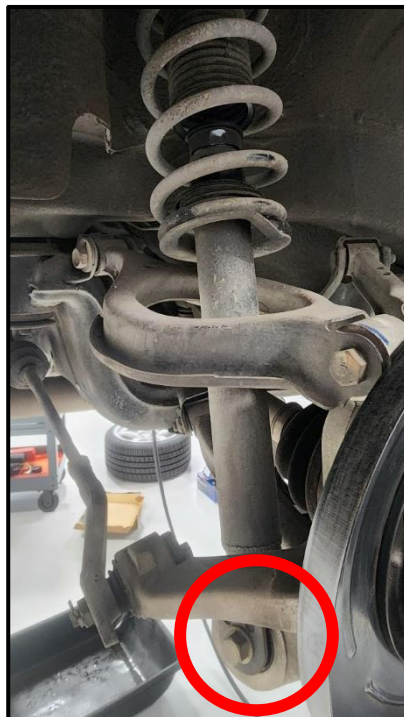


Figure 2

8. Remove Shock Assembly and set to the side. Refer to your FSM for proper removal.
9. Remove nut and bolt securing the Upper Control Arm to the Knuckle. *Figure 3.*



Figure 3

10. Remove the nut and bolt securing the Upper Control Arm to the Inner Mount on the Cradle and discard hardware. *Figure 4.*

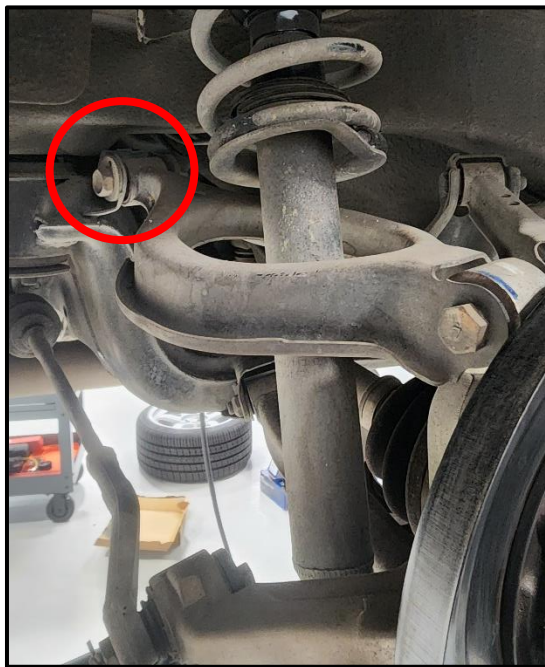


Figure 4

11. Remove OEM Upper Control Arm.
12. For **Street Versions** only, lubricate the Z1 Rear Upper Control Arm zerk fitting with 2-3 pumps of lithium chassis grease prior to installation.
13. Loosen the (2) two pinch bolts with a 5mm Allen/Hex head wrench. *Figure 5.*



Figure 5

14. Place Z1 Rear Upper Control Arm next to OEM Rear Upper Control Arm.
15. Starting with the threads all inward, adjust the Z1 Control Arm and Bushing end threads to match the OEM Control Arm length. Split the difference evenly between the Upper Control Arm end and the Bushing end.
16. Once Control Arm length is set, tighten the (2) two Allen/Hex head pinch bolts back and forth evenly. Torque to 7 ft-lbs or 84 in-lbs.
17. With the zerk fitting pointing down with the head of the pinch bolts, tighten adjuster jam nut to secure adjustment.
18. Using the provided M12 hardware and previously removed OEM knuckle hardware, install the Control Arm with the opening pointing towards the rear of the car. The provided nut and bolt will replace the factory alignment hardware. The zerk fitting and pinch bolts on the inner bushing need to point downwards for better adjustment and maintenance access. See *Figure 6* for installation reference.



Figure 6

NOTE: We recommend inspecting the knuckle bushing for serviceability prior to installing Z1 Control Arms. If faulty, remove and replace.

19. Torque the inner nut and bolt to 65 ft-lbs.
20. Torque the outer nut and bolt to 72 ft-lbs.
21. Reinstall Shock Assembly in reverse order of removal.
22. Repeat *Steps 5-21* for opposite side.
23. Reinstall wheels.
24. Remove and account for tools.
25. Lower vehicle and torque wheel lugs to specification.
26. Align your rear suspension. Use *Figure 7* and adjust the Z1 Rear Upper Control Arms as follows:
 - a. Loosen Jam Nut.
 - b. Loosen (2) two Allen/Hex head pinch bolts until sleeve is loose for adjustment.
 - c. Rotate adjuster to desired alignment specification with a 12mm wrench or 6mm Allen head wrench.
 - d. Once alignment is completed, tighten jam nut until secure.
 - e. Tighten the (2) two Allen/hex head pinch bolts back and forth evenly. Torque to 7 ft-lbs or 84 in-lbs.

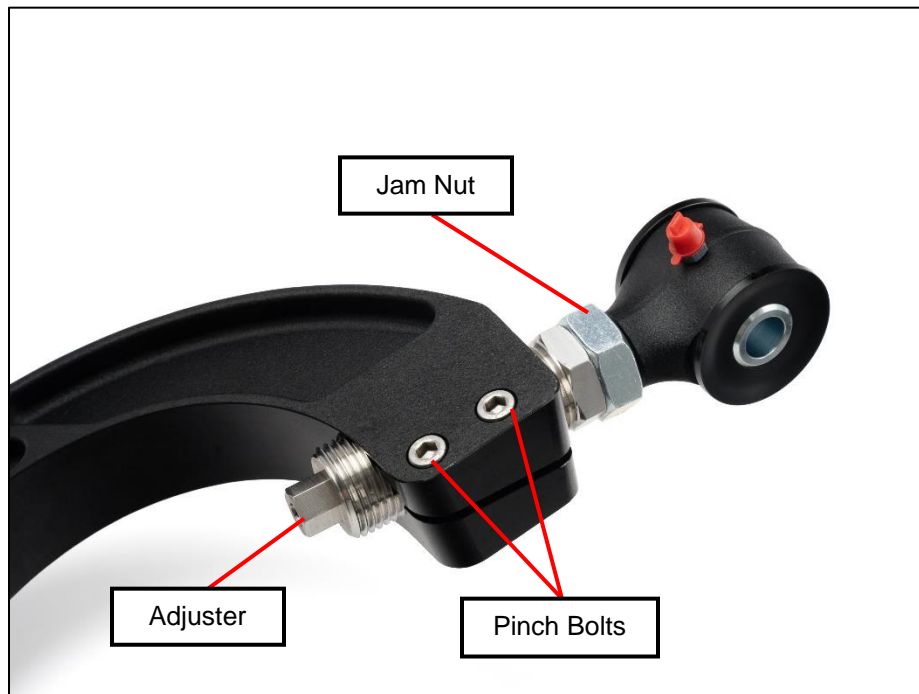


Figure 7

27. Test drive car.

END

Additional Technical Support:

Contact Z1 Motorsports at info@z1motorsports.com

Or call 770-838-7777 between 9am and 6pm ET