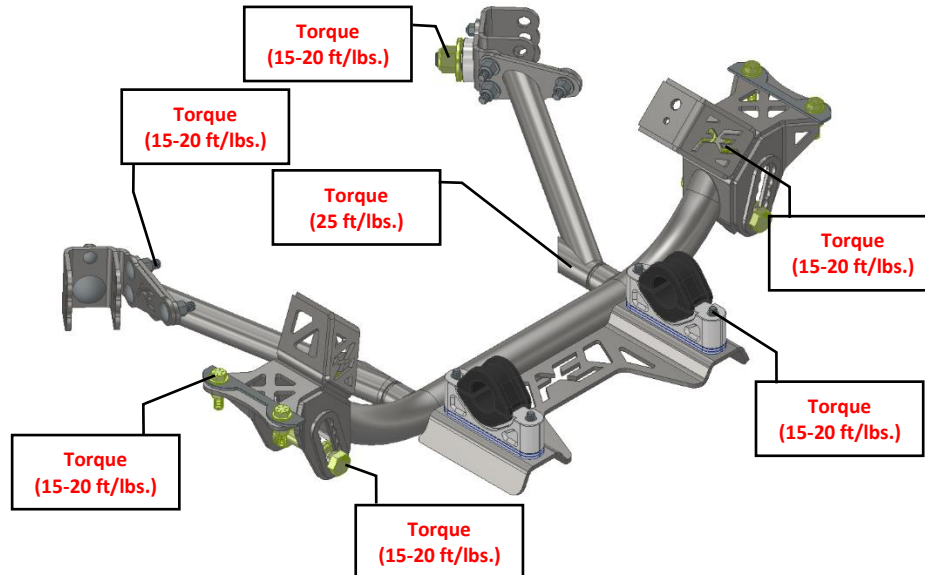


READ BEFORE INSTALLATION

240z/260z/280z Front Crossmember Installation Instructions



RECOMMENDED TOOLS AND SUPPLIES

- General Mechanics Tool Set
- Sockets: $\frac{9}{16}$, $\frac{3}{4}$, $\frac{15}{16}$, 22 mm
- Wrenches: $\frac{7}{16}$, $\frac{1}{2}$, $\frac{5}{8}$, $\frac{7}{8}$, $\frac{15}{16}$, 13mm, 22mm
- Sockets Drives (allen wrenches): $\frac{1}{2}$
- Torque wrench (capable of 30 ft/lbs)
- Jack and Jack Stands

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

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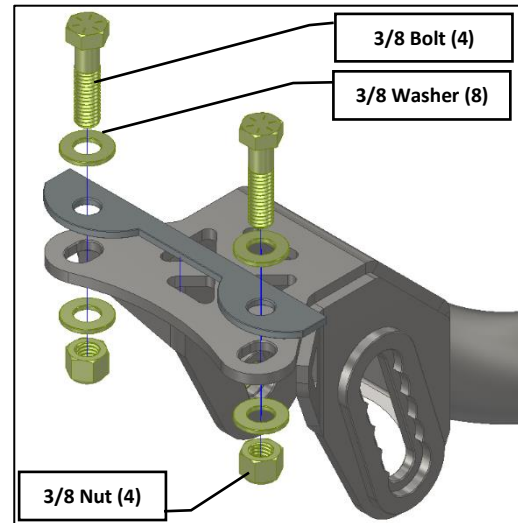


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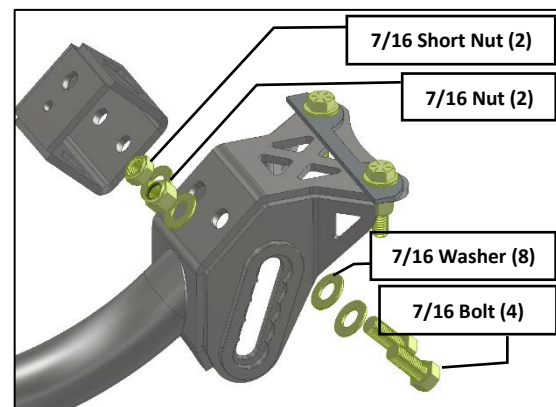
STEP 1:

- Assemble components in order shown
- Place the cars body in between the crossmember and stock frame washers
- Place the washers on the stock frame washers followed by inserting the 3/8 bolt through
- Place the washers on the underside of the crossmember and begin to thread the 3/8 nuts
- Only hand tighten the nuts as some adjustments may be required.



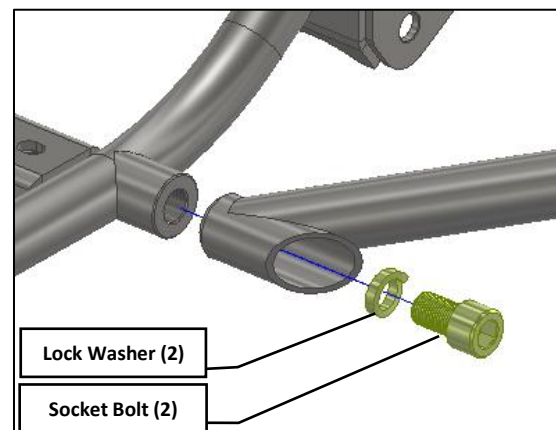
STEP 2:

- Assemble components as shown
- Note placement of the 7/16 nuts
- Tighten using a 5/8 wrench and socket.
- Torque to 15-20 ft./lbs.



STEP 3

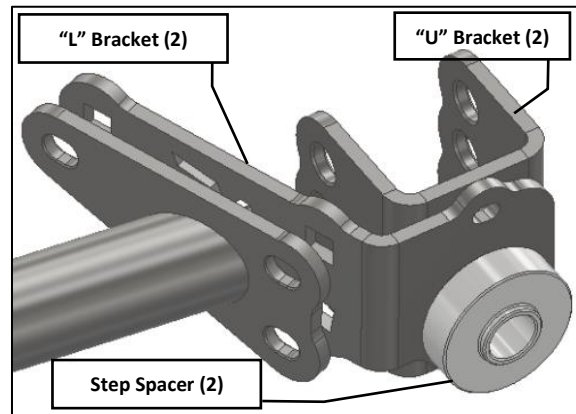
- Place the lock washer onto the socket head cap screw
- Being to thread the socket head cap screw into the crossmember using a 1/2 inch socket drive
- Only hand tighten the nuts as some adjustments may be required.



STEP 4:

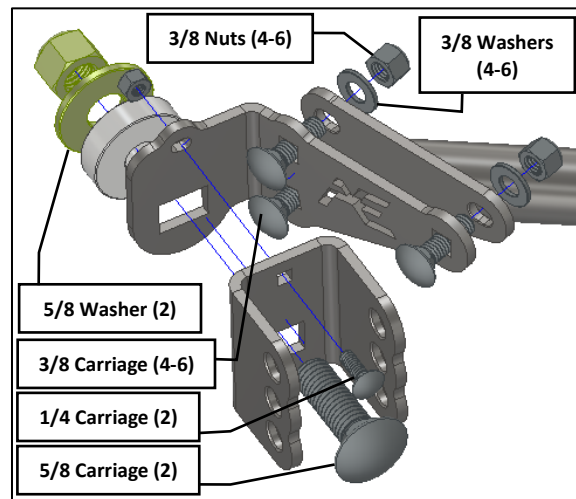
(This step is for mock up to aid in the install)

- First, swing the loose braces down to the tension arm mounts on the car body
- Place the stepped spacer into the existing tension arm hole (Note: due to irregularities in the chassis, some installations may require drilling out existing tension arm hole)
- Take the formed "L" bracket and dry fit it to where the holes would relatively line up to the brace and the tension arm
- Clamps are a huge help in this process, be sure to double check all locations and hole alignments before drilling.
- Once holes are confirmed, mark using a visible marker and drill. Drill sizes can be from 3/8" to 1/2"



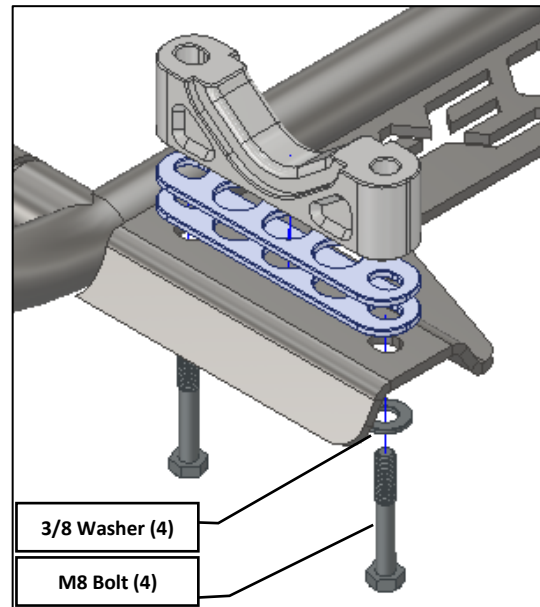
STEP 5:

- Assemble as shown
- First insert the 3/8 carriage bolts into the "L" bracket.
- Then put the 1/4 carriage bolt in the small square on the "U" bracket and hand tighten the 1/4 nut onto it.
- Place the aluminum stepped washer into the existing tension arm hole.
- Take the assembly to the car and insert the 3/8 carriage bolts into the drilled holes and through the braces.
- Once you have confirmed all hole placement, orientate the "U" bracket so that the 5/8 carriage bolt will be able to be inserted in the large "U" bracket slot and through the aluminum step washer.
- Once completed, remove assembly and tighten the 1/4 nut to 15-20 ft/lbs.
- Hand tighten the 3/8 nuts.
- Place the 5/8 carriage bolt into the large slot in the "U" bracket and place the 5/8 washer on the opposite side of the cars tension arm bracket.
- Tighten the two 5/8 socket head bolts attaching the braces to the crossmember to 25 ft/lbs
- **NOTE: The stepped aluminum washer may be a press fit on your car**, you can either tighten the assembly until the washer sits flat to the car body, or drill out the hole.
- **NOTE: As these cars have a lot of variance in the body, items may not be tight fits and may need some modifications to install.**
- **NOTE: Stock tension arm location is lowest hole in the "U" bracket**



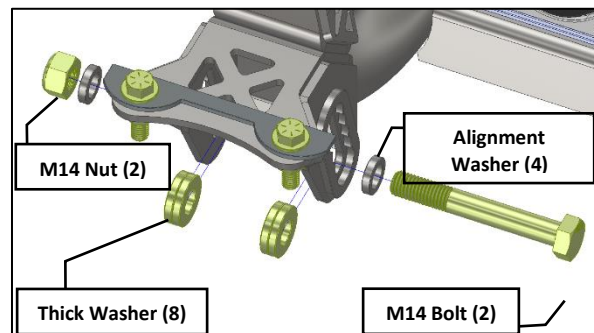
STEP 6:

- Assemble as shown
- Place shims first, then bracket as shown
- Place the 3/8 washers onto the M8 bolts
- Once steering rack bushings and steering rack is placed, install the steering rack clamps by tightening the M8 bolts into the clamps. Tighten bolts to 15-20 ft/lbs.

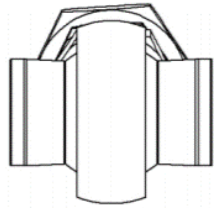


STEP 6:

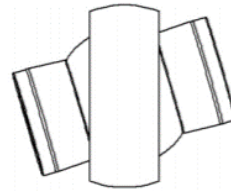
- Assemble as shown
- First alignment washers onto the M14 bolt
- Insert bolt and washer into desired crossmember hole
- Before putting the M14 bolt through both sides, insert the thick washers onto bolt.
- Depending on the control arm you use, you may need to replace the thick washers with thinner ones or remove/add washers.
- Be sure to have minimal to no slop in the control arm mounting assembly.
- Tighten M14 bolt to 15-20 ft/lbs. and confirm no slop in control arm mounting assembly.
- **NOTE: Stock control arm location is lowest and furthest inward location.**



ALWAYS CHECK ALL COMPONENTS PRIOR TO EACH DRIVE TO ENSURE SAFETY



CORRECTLY POSITIONED



INCORRECTLY POSITIONED
TOO MUCH STATIC ROD END MISALIGNMENT

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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240z/260z/280z
Front Crossmember
Instructions