

FRONT NissTec Lifts Spacer Install Instructions

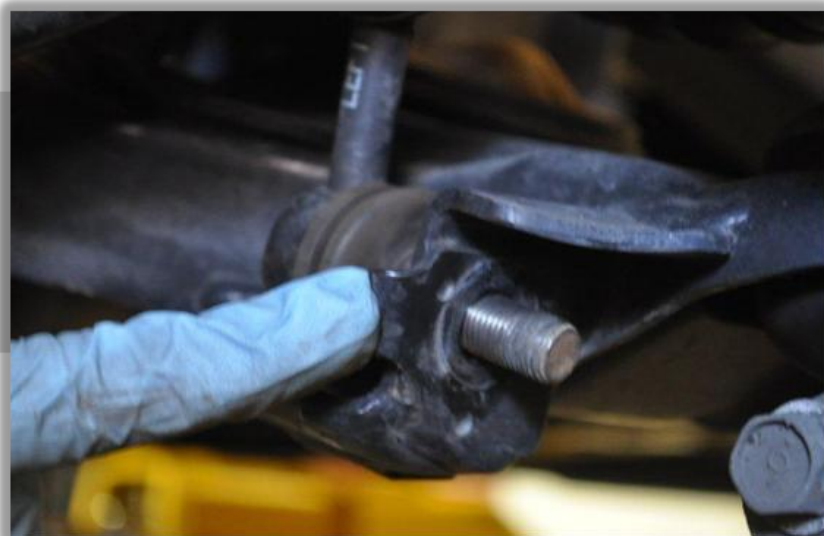
'05+ XTERRA, '05+ FRONTIER

Support@nissteclifts.com

PLEASE Read all installation instructions prior to install

Nisstec Lifts L.L.C. recommends professional installation of this lift kit to be performed by a certified automotive technician

1. Park the Vehicle on a level concrete surface with the steering wheel centered.
2. Block/chock the rear wheels to prevent the vehicle movement.
3. Jack the front end up and secure the vehicle on large jack stands from the frame.
4. Remove front wheels/tires.
5. Disconnect the sway bar link from the lower control arm on both sides. Once disconnected rotate the sway bar down and forward.



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Lifts

6. Remove the lower shock bolt and nut on the OE coilover assembly.

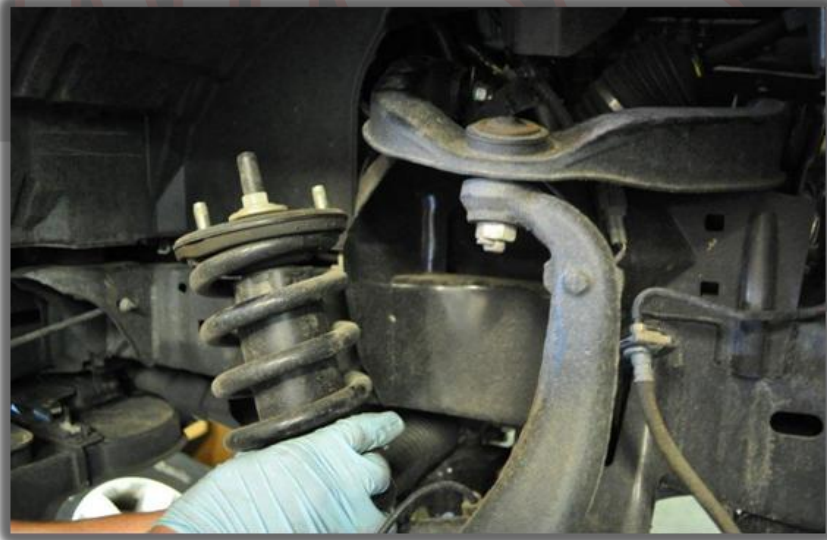


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7. Remove the top three nuts that are holding the coilover to the shock tower.



8. Remove OE coilover Note: Mark which side is the driver and passenger coilover so that each coilover is installed on the correct side after the new NissTec spacer has been installed.

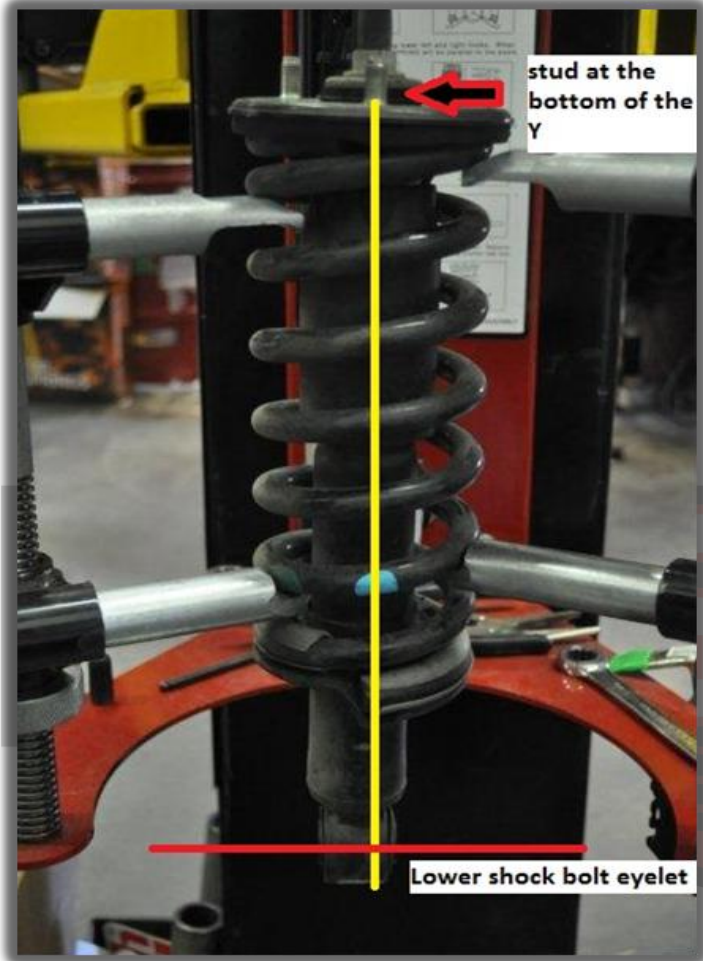


NOTE: IF SPC CAM BOLTS WERE PURCHASED, NOW IS A GOOD TIME TO INSTALL THEM. HERE IS THE LINK TO SPC INSTALL INSTRUCTIONS:

[http://www.spcalignment.net/instructions/87520-INS WEB.pdf](http://www.spcalignment.net/instructions/87520-INS_WEB.pdf)

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9. Before compressing the coil, note the top plate stud orientation in relation to the lower shock eyelet hole. The stock top plate studs make a Y shape. The stud that is the bottom of the “Y” should be centered down the shock body and 90 degrees from lower shock eyelet. This is also the outside of the coilover assembly, closest to the wheel/tire.



10. Secure and compress the coil using a suitable spring compressor.
IF YOU DO NOT HAVE A HEAVY DUTY SPRING COMPRESSOR OR THE EXPERIENCE REQUIRED TO COMPRESS COIL SPRINGS, IT IS RECOMMENDED THAT YOU TAKE THE COILOVER TO A QUALIFIED SERVICE PROFESSIONAL. MANY PART STORES AND AUTOMOTIVE CENTERS CAN PROVIDE THIS SERVICE.
11. Only after the coil is compressed far enough, Remove the top nut holding the coilover assembly together. Remove all washers, bushing, spring isolator, and top plate from the coilover assembly.
Note the order of all washers and bushings, both above and below the stock top plate for proper reassembly.

12. Remove the spring isolator from the stock top plate and cut out the center bushing out.



13. Finish cutting the excess rubber from the spring isolator so that the isolator can be reinstalled on the spring, keeping the spring and NissTec spacer from contacting.



14. Reassemble the coilovers:

- Compress the spring further to allow for the NissTec spacer to be installed.
- Place the rubber isolator that you just cut (large ring) onto the top of the spring.
- Now place the new NissTec spacer on top of the isolator so the Nisstec logo is facing out.
- Place the OE bottom washer on the shock and install the center bushing you just cut on top of the washer. **Make sure the OE steel sleeve is installed in the bushing.**
- Install the shock through the bottom of the spring/spacer. Install the top plate, top bushing, washer, and nut.
- Tighten the top nut all the way down so it smashes the bottom and top bushings to the top mount.
- Make sure the bottom top plate stud heads align up with the relief notches in the NissTec spacer
- Before and while decompressing the spring, check the alignment of the shock eyelet and top plate studs as noted in step #9. The stud that is the bottom of the "Y" should be centered down the shock body and 90 degrees from lower shock eyelet

15. Position the coilover so that the upper (3) studs are installed first; Install the (3) top plate nuts finger tight. Install the lower shock bolt and nut; bolt through the back side and nut on the front. Torque the upper (3) top plate nuts and the lower shock bolts and nut to manufacture torque specifications.



16. Reinstall the sway bar and torque to manufacture specifications.

NOTE: Recheck the torque of all bolts AND nuts which have been taken apart during the installation of this lift after 15 miles, and periodically thereafter.

**A FRONT WHEEL ALIGNMENT AND HEADLIGHT ADJUSTMENT
MUST BE PERFORMED AFTER INSTALLATION**

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