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01-15-2010, 01:47 PM

#21

JarroRegistered User
Garage is empty, add nowJoin Date: Feb 2009
Location: Glendale AZ
Posts: 53
iTrader: (6)
Points: 884, Level: 15
Today's Activity: 4.0%

Such a great post! thanks

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Transcriptomics; Metagenomics

www.microsynth.ch

quote

07-21-2010, 11:28 AM

#22

JasonZ-YASuper Moderator
MY350Z.COM
Moderator

2004 Nissan 350Z

Join Date: Jan 2006
Location: San Antonio/DFW, TX
Posts: 10,499
iTrader: (57)
Points: 23,470, Level: 94
Today's Activity: 2.3%

Random...

your not supposed to reuse the metal plates when reinstalling the solid diff bushings.

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-J

04 PPW Touring - My favorite mod is my short Dodge Avenger antenna ☺



quote

07-21-2010, 11:53 AM

#23

JasonZ-YA
Super Moderator
MY350Z.COM
Moderator

2004 Nissan 350Z



ya....





Join Date: Jan 2006
Location: San Antonio/DFW, TX
Posts: 10,499
iTrader: (57)
Points: 23,470, Level: 94

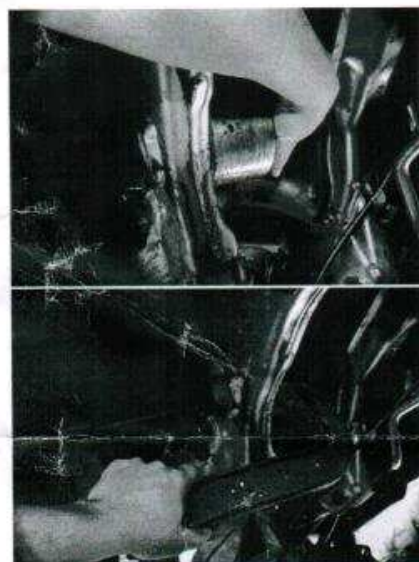
Today's Activity: 2.3%



SPL Differential Bushings Z33/V35

Remove differential from subframe and remove the OEM rear differential bushing

Method 1: Remove subframe, and press out OEM bushing. Use the supplied driver tool to engage the OEM bushing race. For best results, orient the smaller diameter end of the driver towards the stock bushing and start pressing, the smaller side will displace some of the OEM rubber and self-center the tool on the OEM bushing race.



Method 2: Using an appropriate "receiving cup" and clamp, press the OEM bushing out with the subframe on the car. As in method 1, orient the smaller diameter end of the driver tool towards the subframe bushing to self-center the driver on the OEM bushing race.

Method 3: Carefully cut out the OEM bushing.

DO NOT TORCH THE OEM BUSHING! Applying heat can alter the temper characteristics of the aluminum subframe and significantly weaken it.

Use Scotch Brite or light sandpaper to smooth the bushing bore and remove any nicks.

Press the new aluminum bushing onto the subframe. Placing the aluminum bushing in a freezer overnight and working quickly may make this easier. The bushing bore on the OEM subframe is not perfectly round due to distortion from welding, therefore some aluminum shaving may occur.

Knock out OEM bushings from the front "ears" of the differential housing. Install the new aluminum bushings from the top and bottom of the "ears". Do not install any of the OEM washers/spacers that make up the OEM front bushings.

Re-install differential and and torque all hardware to OEM specs.



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"DO NOT INSTALL ANY OF THE OEM WASHERS/SPACERS THAT MAKE UP THE OEM FRONT BUSHINGS"

-j

04 PPW Touring - My favorite mod is my short Dodge Avenger antenna 😊

quote

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07-21-2010, 11:58 AM

#24

AcidJake75

Moderator

**TX, Tech, DIY, OT, &
Marketplace
Moderator**



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Join Date: Jan 2007

Location: DFW, TX

Posts: 3,860


iTrader: **(56)**

Points: 3,340, Level: 35

Today's Activity: 8.2%



Quote:

Originally Posted by **JasonZ-YA** 
Random...

your not supposed to reuse the metal plates when reinstalling the solid diff bushings.



-J



WOOPSIE!



Now you have to take that shiet apart and get the top and bottoms off.. 🙄

05 **D-Blue**: UPREV, JWT, Carbonetic LSD, 3.9 Gears, GReddy, Stance, Megan, MB, Enkei, MotorDyne, Stillen, SPL, SPC, Crawford..



ICE Alpine, Boston & **Custom** harness bar/hood/hatch struts&solid diff bushings by Jason Z-YA

quote

08-06-2010, 10:45 AM

#25

RandomHer0

Professional

PREMIER MEMBER

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Join Date: May 2006

Location: Ottawa

Posts: 1,385

iTrader: (8)

Points: 2,844, Level: 32

Today's Activity: 7.7%



Havent had a single issue. 2 summers of abuse so far. My car is on stands now so it wouldnt take much to pull them off.

<http://i16.photobucket.com/albums/b2...0/Misc/Sig.jpg>

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08-06-2010, 10:45 AM

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