

MAVERICK

* MOTORSPORTS *

350z Diff Bushing Install

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Instructions for 3pc and 4pc kit

Introduction

This guide serves as basic instructions needed to install the Maverick Motorsports 35oz to s14/s15 subframe diff bushings. The instructions here are listed for the 3pc and 4pc kit. The kit can be installed in an S13 but must use a later style subframe which has two rear bolt mounts.

Please have a qualified professional install the kit and ensure that it is correctly done. We accept no responsibility for a faulty install or incorrect use.

The bushing design might be slightly changed from the pictures included, please follow all steps

Parts needed:

- 1x Maverick Motorsports 35oz to s14/s15 subframe bushing kit
- 35oz/37oz/g35/g37 diff. We recommend staying away from G37 auto diff since it has a different input pinion shaft.

Tools needed:

- Basic socket set
- Wrenches and breaker bar
- Pry bar(for removing old components)
- Cleaning solvent
- Shop rags
- Big hammer or press
- Jack
- A friend to help you!

The Install

Step 1: Disconnect the battery, raise the car in the air and secure on jack stands, remove the rear wheels, remove the exhaust and remove the driveshaft. Furthermore, remove the rear coilovers and take the rear calipers off and secure out of the way.

Step 2: This step can be done two different ways. You can either drop the subframe(4 bolts, few brackets, and brake cables) or leave it all in place and drop the diff only.

Step 3: Remove the axles/half shafts from the subframe. You will need a 36mm sockets for the hubs and 12mm wrenches for the diff side. The differential is held in place with 2 front bolts and 2 rear nuts. Remove the diff from the subframe and set aside along with the axles.

Step 4: Prep the Z/G diff. Hammer, burn, press, swear until the old bushings are out. Clean out the holes and make sure there are no nicks or dents where the new bushings will go. DO NOT INSTALL BUSHINGS YET.

Step 5: Prep the subframe. Hammer, burn, press, swear until the old bushings are out. Clean out the holes and make sure there are no nicks or dents where the new bushings will go. If you are using the 4PC kit you will remove both bushings. The 3PC kit only needs the LEFT(US drivers side) removed.

Step 6: Press in the counterbored(large pocket) bushing into the subframe with the hole in the **6 o'clock** position. The bushing is machined so it will slip in most of the way into the hole and hammer in the last 25% or so. Make sure you have it aligned correctly before putting it in all the way. Press the bushing until it's bottomed out and flush with the flange.



Step 7: Now comes the hardest part. Hoist the diff into the subframe and align the rear stud with the rear bushing. Use a nut or a bolt to help “pull” the diff back while constantly supporting it with the jack. Raise the diff until its flanges are flush with the subframe.



Step 8: Take the 2 front bushings and put them loosely into the front diff ears. Make sure to line up the holes in the bushings with the threaded nuts on the subframe. Use long bolts to keep the bushings in place and aligned. Tighten down the rear nut/bolt to seat the diff. Lightly tap the front bushings into place making sure everything is square and centered up on the subframe. ****HOT TIP:** Hammer the front bushings in slightly, then remove the diff to drive the front bushings in completely. ******



Step 9: Driveshaft fitment: Take your driveshaft and place it against the diff flange. The 350z uses a larger input pinion flange and it must be re-drilled to match the S-chassis driveshaft. Re-drill the 4 bolt holes to match your driveshaft.



Step 10: Axle/CV/Half shaft fitment: This can be done various ways.

- Stock Z/G axles with wider rear track to accommodate the larger width of the new diff/axle combo. Aftermarket arms are required for this.
- Custom shortened stub shafts with stock Z/G axles and stock susp(no wider track needed). Villans drift is currently the only provider of this.
- Custom axles from Driveshaftshop.com or similar.
- Combo of Q45, Z32tt, GT-r etc axles. We have not had first hand experience with this but the combo might be out there.

Step 11: Enjoy your hard work and your new, much stronger and more robust diff setup!

Thank you for your purchase and I hope you enjoy this kit. We are always available to answer any questions and help with the installs.

Sincerely,
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