

RSS, Z31 Polyurethane Rear Spring Seats Installation

CAUTION Read fully before any work is done on the vehicle: Use these instructions as a guide. If you do not have adequate mechanical skills, have this work done by a qualified automotive mechanic. If you are doing the work yourself, you should be following the guidelines in the Haynes "Nissan 300ZX Automotive Repair Manual" #1137. See Chapter 10 "Suspension and Steering".



Your spring seats have been made from custom molded urethane rubber with these specifications; 90 Shore A hardness, 300 pli (pounds per linear inch) tear strength and 600% elongation at break.

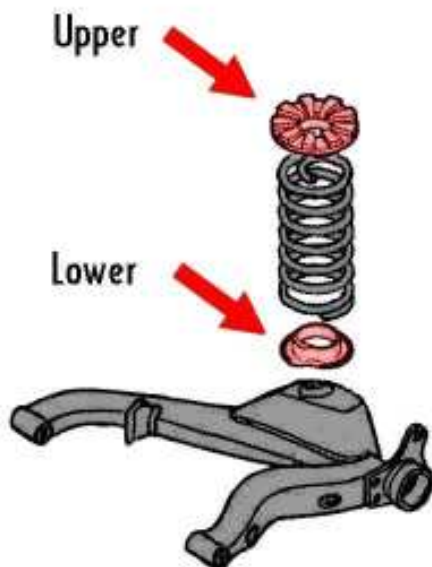
At the time of manufacturing they receive a coating of silicon spray from the mold release. This initial coating of lubricant should eliminate any squeaking that urethane rubber bushing may exhibit. If the squeaking is an issue, spray the surfaces where the springs contact the urethane with "lithium grease spray"



The larger of the two seats is the upper or top seat. These seats are much stiffer than the OEM version. This stiffness can make installing the seat on the spring a bit difficult. However, these seats are heat resistant to 250°F. and by placing the **upper** seats in boiling water for six minutes, just prior to installation, they become pliable, allowing for easy installation. The hot water will not remove the silicone lubricant. Remember, the temperature of boiling water is 212°F, use tongs to remove the seats from the boiling water and wear rubber gloves to handle the seat while installing the seat on the spring. Do one seat at a time to eliminate the possibility of the water boiling away, which might result in causing damage to the seat and leading to a flammable condition.



The upper seats have tabs, as indicated by the green arrows in the following picture.



These tabs hold the seat on the spring and prevent it from rotating. **Do not cut them off.** With the spring on a stable surface, lined up the end of the spring coil (both ends are the same) with the space provided on the seat, as indicated by the green arrow "Butt end", and insert the larger seat tab under the spring coil. Press down on the seat so that the small tab snaps over the coil.

Turn the coil over and inspect the seat for correct alignment and tab position. If the smaller tab is found to be trapped under the spring, use a lubricated and dull screwdriver, to gently pop the tab over the coil, as seen in the two images below.

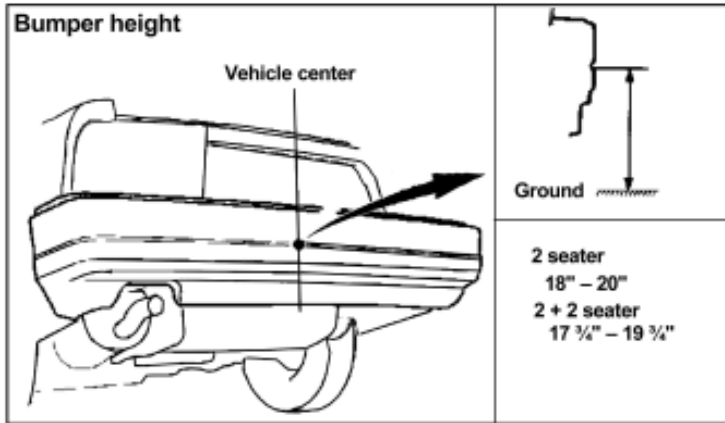


Place the lower, "hat" shaped seat in it's original location on the suspension arm with "notch" facing toward the front of the car. Actually, there is only one way to set the seat due to the shape of the steel retainer.

The springs can now be returned to the suspension arm.



This picture, from the Nissan Service Manual, you may find useful in determining the correct height of the rear



after the spring seats have been installed.

A note to remember, the car must be driven before the measurement is taken. This is to allow the suspension to reach equilibrium.

As stated earlier, the upper seats are stiffer and will not compress as much as the OEM version and may raise ride height a 1/4" or more.

Do not alter seats until you have checked ride height.

Always used good safety precautions while working with tools. Use proper jacking equipment on a level surface when jacking up a car. Tires must be block to prevent the car from rolling off the jack. Once the tries are off the ground, support the car with jack stands to prevent it from falling and harming a person under the car.

**KEEP CHILDREN AWAY FROM CARS
THAT ARE BEING WORKED ON.**

Warrenty: There is no warrenty. Use this product at your own risk.

Another "objet d'art" from
the studio of Gary William Molitor



San Leandro, CA 94577
510-568-7888