

# Rear Midlinks Kit Installation Instructions SPL RML Z33 & Z34

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For Nissan & Infiniti:  
2003-2008 Nissan 350Z (Z33)  
2009+ Nissan 370Z (Z34)  
2003-2008 Infiniti G35 Sedan (V35)  
2003-2007 Infiniti G35 Coupe (V35)  
2008+ Infiniti G37 (V36)

**Please refer to this link to calculate which Swift Springs you will need:**

<http://www.splparts.com/content/SpringCalculator.xls>

*\*SPL Parts is not responsible for incorrect spring size orders.\**

The SPL midlink consists of four separate pieces: the arm itself, the threaded cup, the lower spring perch that sits in the cup, and a solid adjustable aluminum upper spring perch.

1. Begin by placing the car on a lift or jack stands. Remove rear wheels, and remove stock rear midlink, spring and upper perch.



2. Install the SPL solid aluminum upper perch. Bend in the tabs that catch on the stock rubber upper perch to provide a smooth surface for the solid aluminum upper perch. The aluminum upper perch should slide or press/hammer into place. Try to line up the bolt hole on the perch with the hole on the chassis. Make sure the perch presses in fully and flat against the chassis.

3. Install and tighten a retaining bolt and nut. The retaining bolt just prevents the perch from falling off during install. Once the suspension is loaded, the retaining bolt serves no structural purpose as the perch will be pushed up against the chassis by the spring.

4. Install the end of the midlink that goes on the subframe. Do **NOT** install the fork/clevis end onto the spindle yet.



5. Place the supplied Swift spring thrust washer on the upper perch (carbon washer on top against the perch, then steel washer on top of the spring), and hold the spring in place on the upper perch.



6. Place the Swift spring thrust washer (carbon washer in the bucket followed by steel washer on top of the carbon washer) on the lower spring perch.

7. Swivel the midlink up to catch the bottom of the spring. Place a floor jack under the midlink and slowly jack it up, keeping the lower spring perch properly centered in the threaded cup.

8. Install the bolt on the clevis end of the midlink and the spindle. To reiterate, starting at the upper perch, the order of washers/spring top to bottom (top end at upper perch, bottom at cup) is: carbon washer, steel washer, spring, steel washer, carbon washer.

With the adjustable upper perch, you can align the spring with the arm/bucket. At full droop (no weight on suspension) the spring will have a curve to it. This is **NORMAL**. See the accompanying picture below left. Once aligned, secure the spring locator as shown. Under compression, the spring will straighten as shown in the final picture.



9. Align the car. Using the double adjuster, tighten all of the blue titanium bolts. Tighten each one a bit at a time, until all are tightened to 150 in-lb.

**DO NOT OVERTORQUE!** \*SPL Parts is not liable for any issues due to overtorque.\*

## Ride Height Setup

Ride height is set by raising or lowering the lower spring perch by threading up/down the threaded cup. This will take a little trial and error to establish your desired height.

1. Disconnect one rear endlink. This is to prevent the sway bar preload from affecting your ride height adjustment.
2. We recommend that you start with the spring perch threaded all the way up and adjusting down from there. It is easier to lower the spring perch than to raise it because you are acting against the weight of the car.
3. Place the car down on level ground and measure the ride height once the midlink and springs are installed.
4. Calculate the amount of adjustment you need to make. There is approximately a 1.7 to 1 ratio between the ride height and the height of the spring perch. (ie. if you want to lower the car by 1.7 inches, then you need to lower the spring perch by 1 inch.)
5. Place the car on jack stands, and adjust the spring perch accordingly, and repeat as necessary.

**Note:** if you are getting the car corner weighted, the ride height does not need to be exactly the same left to right.

## Suspension Droop Setup

The following is an important step if you have aftermarket coilovers. Setting the rear suspension droop is one of the primary advantages of using aftermarket coilovers, where the shock length can be adjusted.



1. Place the car on jack stands and measure the length of the shock piston with the suspension fully unloaded. As seen in the picture to the left, this particular shock has slightly over 5" of travel (slightly over 3" before hitting the bump stops).

2. Using the floor jack, slowly jack up on the midlink (using a piece of wood to avoid marking up the midlink) until the car **just begins to lift** from the jackstand/lift at that corner.

3. Measure the length of the shock piston again. The difference is the length of the droop. We recommend about 0.5" of droop to start with. If you have too much droop, shorten the shock



assembly by turning the threaded shock into the lower bracket. For example, if you have 1.25" of droop and want 0.5" of droop, then you need to thread the shock into the lower bracket an additional 0.75". Double check the droop by jacking on the midlink again, and adjust as necessary.

## **SPL Hybrid Adjuster Installation Instructions**

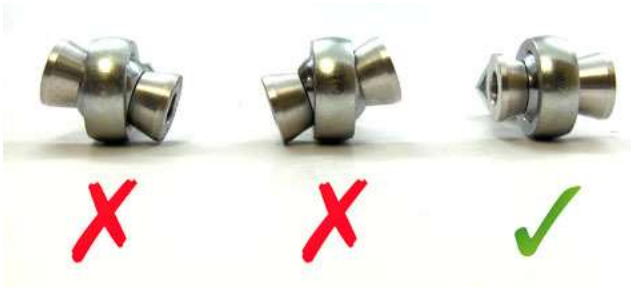
The hybrid adjuster is what is known as a **double adjuster**. On one side the thread is left-handed and on the other side the thread is right-handed. So when the suspension arm is installed, turning the hybrid adjuster will allow you to lengthen/shorten the assembly.

When lengthening/shortening, be sure to keep the arm and rod end from freely rotating when you turn the adjuster. Do not make the following mistakes (threading out **only** the adjuster or threading out **only** the rod end):



This picture shows a properly threaded adjuster. The rod end (heim joint) will thread out about 2/3 the length of the adjuster. Note also the maximum adjustment limits shown in the picture.

This jam nut should be tightened against the body of the arm. To properly tighten the jam nut, hold the adjuster hex with a wrench, then use a second wrench to tighten the jam nut.



The advantage of the hybrid adjuster is that you can easily keep the rod end bearing centered during and after alignment. Make sure to keep the bearing centered as shown.

## **ONE-YEAR LIMITED WARRANTY AND DISCLAIMER**

All SPL brand products are intended for **Off Road Use Only** and carry a one year limited warranty. See below for details. All other branded products carry their respective manufacturer warranty.

SPL PRO suspension products warranted to be free of defects in material and workmanship for one (1) year from the date of purchase.

If a product fails to meet specifications, SPL PARTS INC will, at its election, repair, replace, or make appropriate adjustment, if SPL PARTS INC determines to its satisfaction that the product is defective in material or workmanship, i.e. contains a defect arising out of the manufacture of the product and not a defect caused by other circumstances, including, but not limited to accident, misuse, abuse, unforeseeable use, neglect, alteration, improper installation, improper adjustment, improper repair, or failure caused by other equipment or interaction with other equipment. SPL PARTS INC is not responsible for labor charges, removal charges, installation, or other incidental or consequential costs. In no event shall the liability of SPL PARTS INC exceed the purchase price of the product. All parts for warranty claims must be returned to SPL PARTS INC in order for the claim to be processed.

SPL PARTS INC makes no other warranties, either expressed or implied, including limitation warranties as to merchantability or fitness for a particular purpose. SPL PARTS INC shall not be liable for, and buyer assumes all risk of, any advice or failure to provide advice by SPL PARTS INC to buyer regarding the product or use and installation of product. SPL PARTS INC shall not be liable for any special, incidental or consequential damages.

If the purchaser of the product shall fail to pay when due any portion of the purchase price, or fail to meet any terms required under contract agreed on at time of purchase, all warranties and remedies granted may be terminated.

**Using any SPL arm as a tie/strap down point for a dyno session or transport will void the warranty.**