

SPL Front Endlinks 350Z/G35

TORQUE ALL ENDLINK NUTS TO 35-45 FT-LBS (DO NOT EXCEED)

Remove stock endlink and install new endlinks. To eliminate sway bar preload, leave one endlink disconnected (other endlink should be connected). Place car (all 4 wheels) on flat ground. Then adjust the length of the disconnected endlink until the bolt inserts easily into the lower arm. That will be the length setting to use. Assemble and tighten that endlink accordingly.

It is important to ensure that the endlink has good articulation, because as the suspension moves up and down the sway bar endlink needs to move in an arc. First check that the lower spherical bearing still has sufficient articulation. The following pictures demonstrate bad installation angle (first 2 pics) vs. good installation:



As a rule, you want the endlink to be as close to vertical as possible. If the bearing is not installed with sufficient articulation angle, then under suspension travel the endlink will bind. To obtain good articulation, use the extra ring spacers supplied to adjust the position of the ball joint at the lower arm to best match the alignment to the installation hole on the sway bar:



It is also important to ensure the endlinks have good articulation in another direction of motion – the twisting motion, as seen below:

