

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.