Installation Instructions; CZP Subframe Shells

Applications: 90-96 Z32, all models

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Parts List

Item#	Qty	Description
1.	4	Subframe shells
2.	4	Subframe washers

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CZP Subframe Bushing Shell Installation Instructions

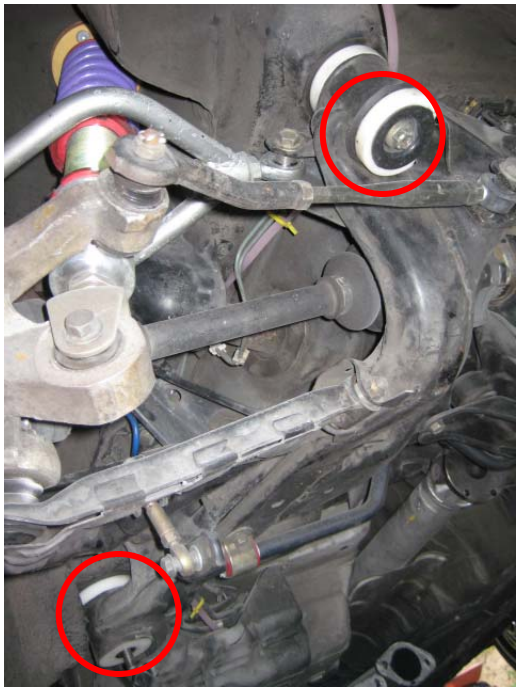
Subframe bushing shells are to be used to install Energy Suspension bushings if the OEM shells, which are part of the factory silicone filled rubber bushings, were previously removed to install solid aluminum or delrin bushings.

Bushing Shell and Lower Washers

1. Place car on stands and check to make sure it is secure. Do not use the subframe.
2. Remove or unbolt:
    a. Remove rear wheels
    b. Remove mufflers and X or H pipe
    c. Unbolt rear calipers from spindles (the brake line is too short and could break when the subframe is lowered)
    d. Unbolt e-brake mounting bracket from subframe on both sides
    e. Unbolt shocks from spindle (leave tops connected)
    f. Unbolt drive shaft from diff. Use tie wire or such to get the shaft out of the way of the differential.

Driver's side E-brake mounting bracket on subframe

3. Place a large floor jack or tranny jack under the differential to support the subframe.
4. Unbolt the subframe at the 4 connection points and slowly lower to the ground. Check that the subframe does not hang up on anything as it is lowered. The subframe should now be able to be pulled out from under the car.



Driver's side subframe mounting points.

5. Remove old subframe bushings. Aluminum or Delrin bushings are a press fit and will not come out easily. One option to use a small bottle jack to create a makeshift press under the car. Brace the subframe against the frame rail of the car using a block of wood (MAKE SURE THE BRACE IS SECURE AND THERE IS NO POSSIBLILY IT CAN COME OUT WHILE USING THE BOTTLE JACK). Place the bottle jack under the bushing and slowly jack up. The weight of the car may hold down the subframe and allow the bushing to be pressed up and out. If the entire car lifts up it will be necessary to heat up the subframe metal. Use the bottle jack to lift the entire subframe and car frame up ¼''. Use a propane torch to slowly and evenly heat up the subframe shell. This will cause the steel to expand and loosen the press. When the steel expands enough the weight on the subframe will cause the bushing to suddenly pop up. Remove the heat and use the bottle jack to keep pressing the bushing out. *Too much heat will cause the Delrin to melt so heat the shell slowly and evenly. Too much heat too quickly will also transfer to an aluminum bushing creating more press fit.*

Example of braced subframe and bottle jack used as press. THE SOCKET EXTENSION IS SHOWN FOR AN EXAMPLE OF WHERE TO BRACE THE SUBFRAME AGAINST THE CAR FRAME. DO NOT LIFT THE CAR LIKE THIS.

6. Install the subframe shells at all 4 mounting points. These will tap in easily with a rubber mallet. If they do not use a file to remove some metal at the split.

Installing bushing shell

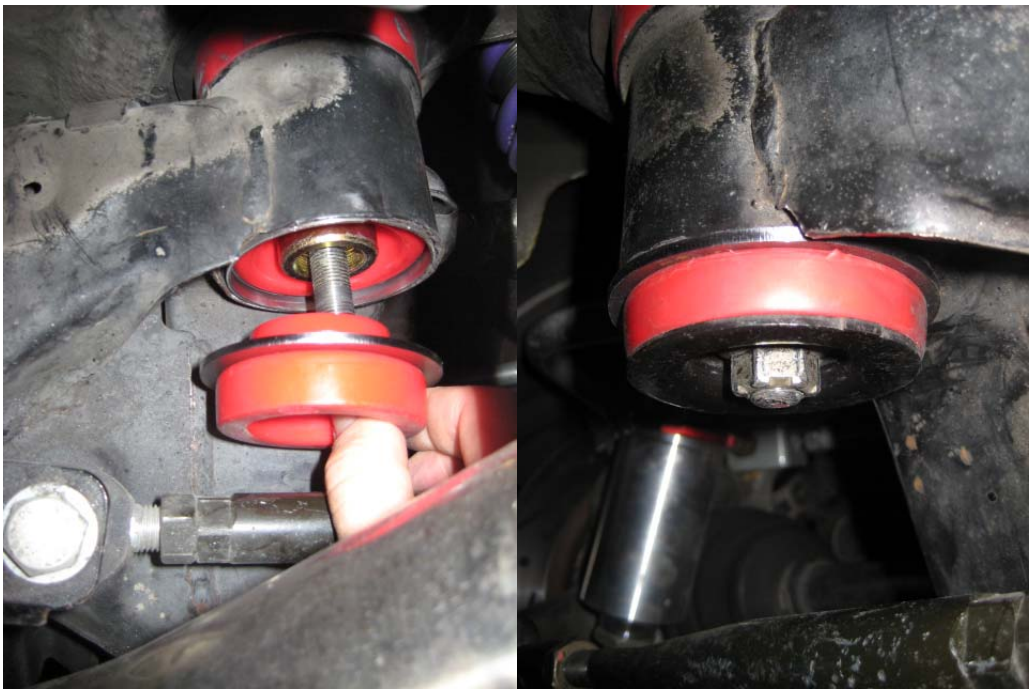
7. Apply a light coating of grease or anti-seize on urethane bushing and install into subframe. READ ES BUSHING INSTRUCTIONS BECAUSE THERE IS A FRONT AND REAR SET OF BUSHINGS. The shell may start to push out the bottom so keep taping it back into the subframe as the bushing is installed. Using a large pair of adjustable pliers works very well to install the bushing and keep the shell from coming out.

Bushing with light coating of grease

Use a pair of adjustable pliers to ease bushing installation

8. Lift the subframe back into position.

9. Place the provided washers on top of the lower ES bushings and slide them into place. Use the factory lower washers and nuts and torque to factory specs.



Lower Washer Installed Above Lower ES Bushing

10. Reinstall all components in reverse order making sure to tighten all components to factory specifications