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 ... DIY: Cusco LSD Type RS+SPL Solid Bushings (Home Install)

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03-21-2009, 12:08 PM

#1

RandomHer0

Professional

PREMIER MEMBER

Garage is empty, add now



Join Date: May 2006
 Location: Ottawa
 Posts: 1,385
 iTrader: (8)
 Points: 2,844, Level: 32
 Today's Activity: 7.7%

DIY: Cusco LSD Type RS+SPL Solid Bushings (Home Install)

Here is a copy and paste from a local board I run www.midnightruns.com, I had a project thread running of all this. I hope it can help others out since there is a lack of English documentation for the Cusco LSD. I did most of it myself, with hand tools. If anything is un-clear or anyone has more questions let me know and I'll try to answer from my experience.

In continuation from this thread <http://my350z.com/forum/engine-drive-...figuration.html>, this is the removal and installation of the OEM VLSD, replacing it with a CUSCO Type RS LSD and SPL Solid bushings.

There is a lot of hindsight on my behalf which I will try to document clearly to save anyone else my own issues.

I took the LSD and new bearings to a buddy, and he pressed them on with ease. This is something I wouldn't attempt myself.

Someone at Surgenor thinks he's a funny man 😊



Just to give an idea of what I'm working with...single car garage.

Ad

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Limited Slip Diff

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 Axle & Brake Par
www.offhighwayplus



Plate ****ed up the picture...



Over the past few days for about an hour a night, I was taking the diff itself out, unbolted exhaust, drive shaft, axle stubs, bushing mounts and dropped it out.

*Hint, to make your life easier, take the time to take the sway bar out as well, if you don't it's a pain sliding it out over top. Not worth the headaches for what takes 5 minutes extra.

I wanted to lower it on the jack, but didn't really have the space I wanted, so I dropped it on my chest and worked it out. This thing must weigh 80 ****ing pounds.





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Draining the fluids...





That's pretty much it for now, I'll open it next week.

So in continuation of my LSD Saga I picked up the tools again tonight, I've been sick for a few days so I didn't really have the energy till now.

LSD out on bench; broke all the bolts loose on the cover.



Cover off, pretty clean.



Stock VLSD

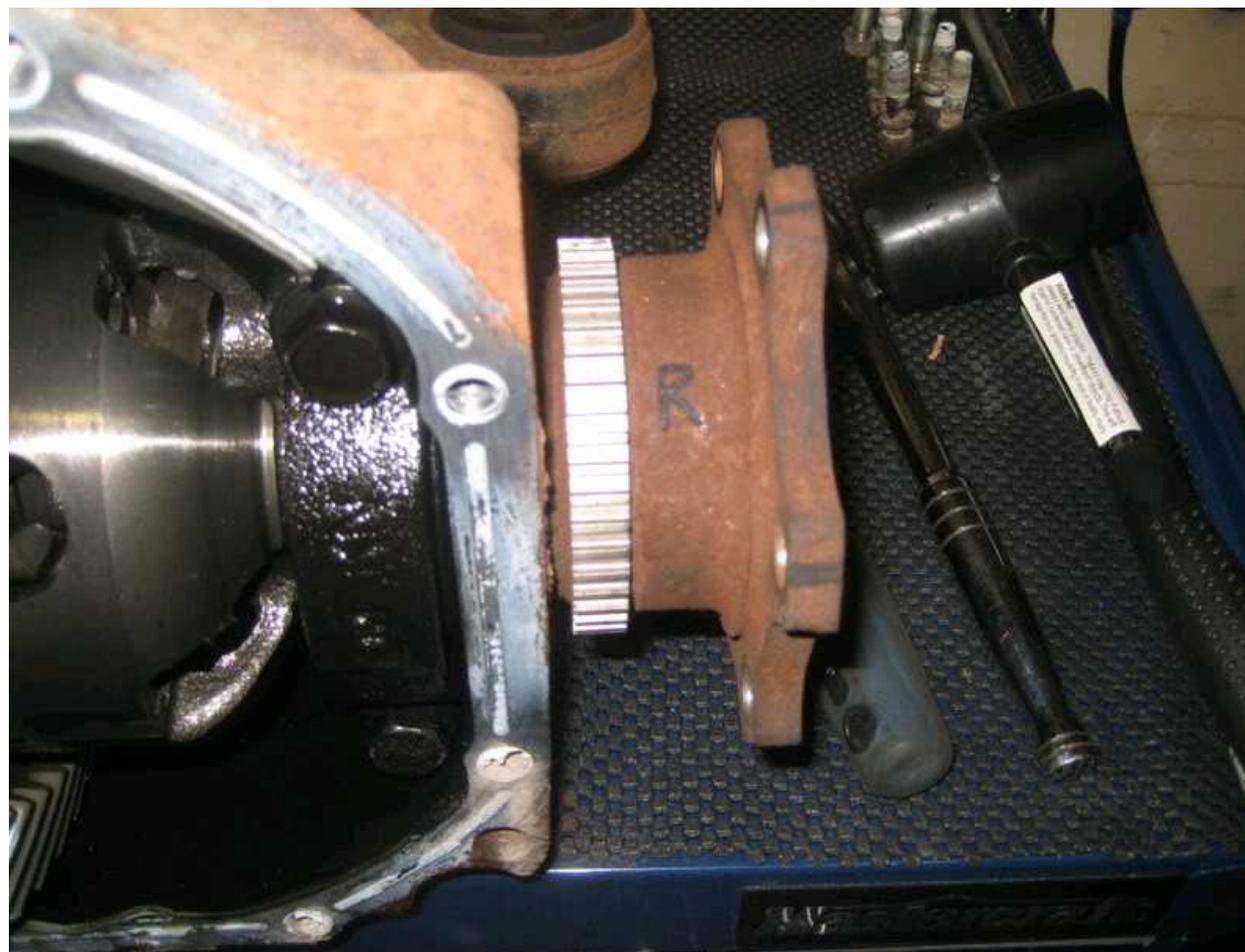




I like to label things with a sharpie so I don't get mixed up.

Stub Axles Labeled (Even though they are different lengths)

*Note: It has been recommended to get new stub axles as well, I may do this since the right one pulled out without the C-clip, and new stub axles come with everything already installed. Plus they're new and not rusty.





Few taps of a rubber mallet and they pop out.



*HINT: At this point If you care (I did later on) measure your ring gear and pinion backlash of the stock VLSD installed, you'll see why I recommend this later on.
Bearing Cap bolts loosened



Caps off



Left and Right put aside



This was really tight (obviously) so I had to tap it out from the axle holes with a mallet and punch. Eventually I worked it out. If you care about your OEM VLSD then I would advise using brass drifts, or using a slide hammer to pull it out. I didn't care and you'll see later there is some damage on the inside from my use of cold steel punches.



Right



Left



Stock VLSD plops out



Set the shims and side bearings aside but with their respective bearing caps to keep track of everything.



Cleaned it up so I can take it inside (I have a vice inside) and take the ring gear off...



Stay tuned ...

So from what I was reading the ring gear bolts are on tight. Really tight, no problem for a 1/2" breaker bar right?

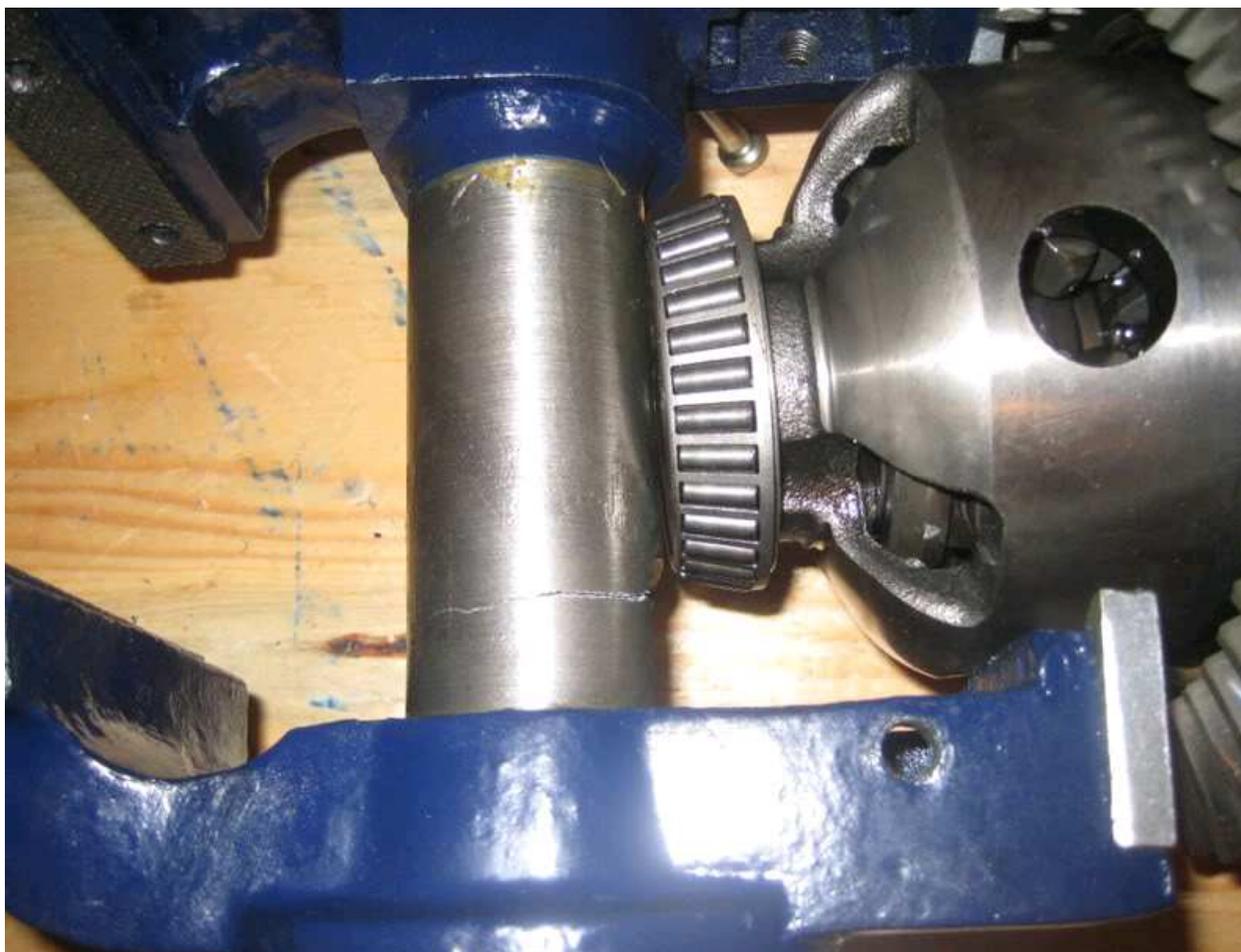
Wrong.

OEM LSD in vice.



After wrestling with it for a while, the weakest link broke. My vice LOL





Thanks princess auto!

Time for a bigger badder one .

If you want to save yourself some more trouble take it to someone with air tools, did I?

**** NO.

I took the vice back, and picked up the bigger 5" version with my store credit. It is definitely more sturdy, just from the weight and looks.

I looked up the torque specs for the ring gear bolts and its 55-61ft lbs, but you have to use locktite. I assume that's why I was having a hard time.

Ok here we go again...



****, this is a swivel vice and it just keeps spinning in place when I put my weight into it...improvise!
Piece of wood against the wall and vice lol



At this point I had all my weight on it, and something had to give either I was going flying or the LSD was...eventually the bolts broke loose. Me and my markings, for no real good reason since I won't be using the OEM LSD anymore...







Ring gear popped right off after all that.



Cleaned it up with brake cleaner outside.



On the new Cusco LSD which drops right on, snugly.



So at this point, Nissan recommends replacing all the ring bolt hardware and not re-using, I assume due to the stress on the bolts. I don't have them yet...so again it sits for now.

So I called the dealership, he can't find the part number for the ring gear bolts, I have to call back on Monday, but the pricing difference from US to Canada is insane.

For instance, Axle Stubs (flange) from Performance Nissan in US \$128each, here \$239each.

So for now I just ordered the C-Clips for the flanges.

I decided to clean the casing, take out the rubber side seals and clean the diff cover, but noticed something.

Looks like a stress crack...



If I flip the cover around, that crack is stemming from where the rear sub frame mount is. But it's only on the inside...



So I ordered the NISMO finned cover from CZP.
After about 2 days of this...



and



lol

I had to call the man with the bigger gun. My buddy who owns a shop..

Brought him the carrier assembly tonight, he hit the bushings with the rattle gun and they popped out.
(It really helps having proper tools or air tools)

We popped in the new solid bushings, and while I was there he installed the side oil seals.

*Hint we used the old seal race to tap in the new ones...

Now I am left with this...

Solid Bushings



New Side Oil Seals



Ads by Google

Bushings

As a manufacturer, we produce almost all possible dimensions.

www.seeberger.net



quote

03-21-2009, 12:09 PM

#2

RandomHer0

Professional

PREMIER MEMBER

Garage is empty, add now



Join Date: May 2006

Location: Ottawa

Posts: 1,385

iTrader: (8)

Points: 2,844, Level: 32

Today's Activity: 7.7%



So I set that aside and got to work on the new LSD and ring gear bolts.

A dab of locktite on each bolt...this is not permanent locktite, but the high strength high heat red. The manual called for medium, but I'd rather be safe than sorry.



Torque in a criss cross pattern from 55ft lbs to 61ft lbs then turn them 30 degrees more according to the manual.



That's it for tonight...

Installing the new LSD+Ring Gear back into carrier.

I cleaned up the old RTV gasket from the carrier using a brass brush and a drill. Worked great.



Place shims in appropriate locations with new bearing races.



I placed the bearing caps on, and hand tightened the bolts. Then I torqued them in a criss cross pattern again to 65-72ft lbs.



I checked tooth contact with some white washable marker in 4 locations.

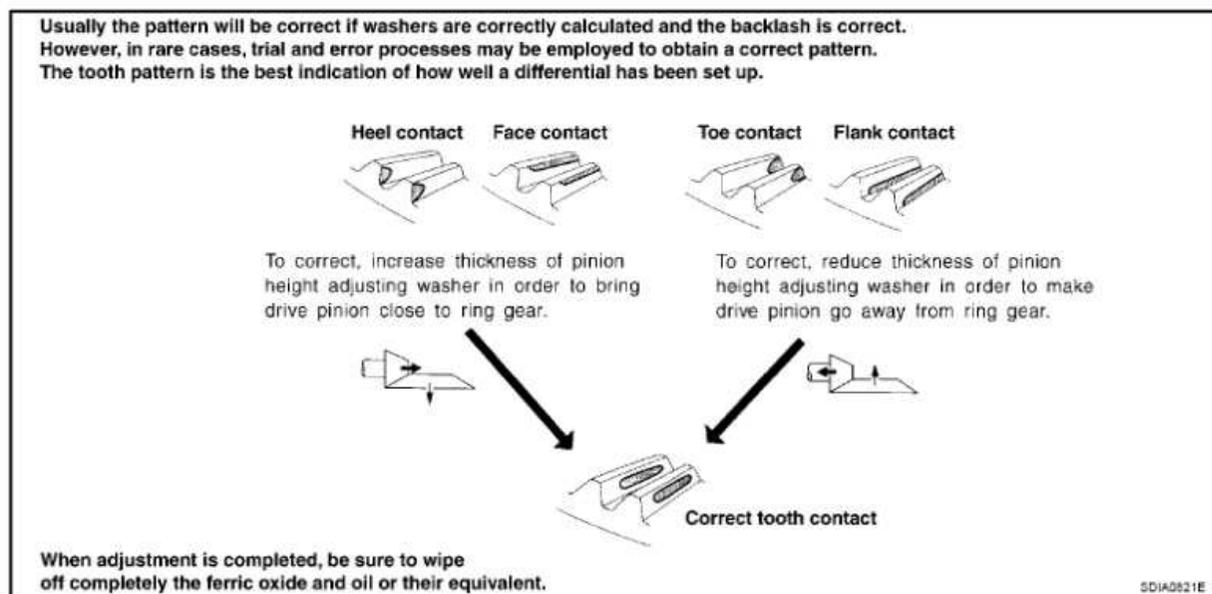




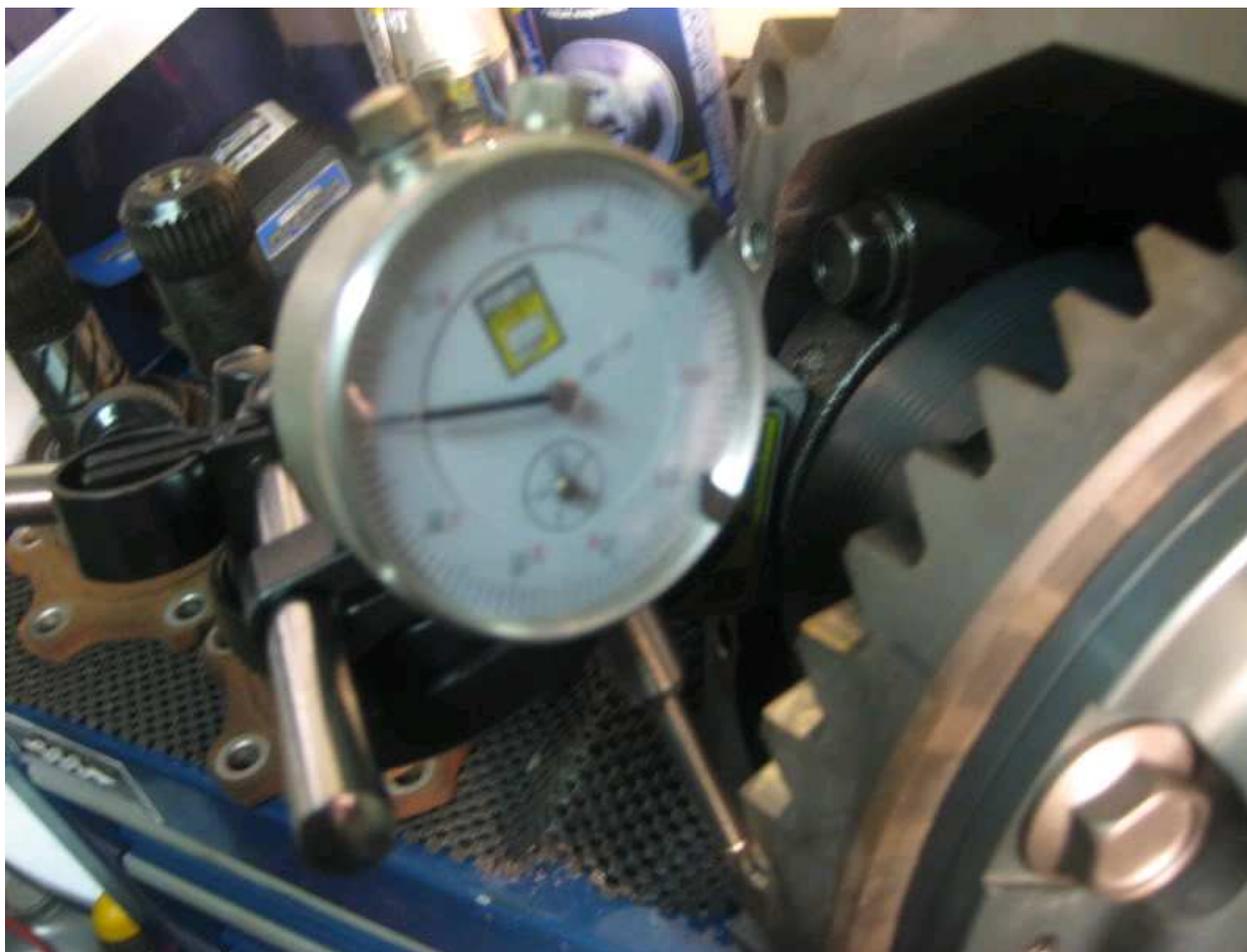




Each contacted correctly according to the manual...



At this point, I noticed a lot of guys just check tooth contact and close it up, well small but disappointing update...after doing everything myself, except for bushings/bearings I bought a 0-1 inch Dial Indicator and Magnetic Base from Princess Auto today for 20 bucks to check my ring gear to drive pinion backlash.



Turns out I'm more than what the manual states.

Manual; 0.10 - 0.15 mm (0.0039 - 0.0059 in) less
Me; About .0070

According the manual, If backlash is too small, adjustment of washer thickness is required. Decrease thickness of left shim and increase thickness of right by the same amount.

If backlash is too great, reverse the above procedure.

After researching on the net to make sure I'm doing this correctly, I found a really great write up at http://www.miata.net/garage/diff_rr.html and followed that for my setup.

My only concern as the article states, I should have checked backlash prior to taking out the stock LSD, maybe it was within the .007 range, I can't say.

So I guess the smart thing to do is to take it to an experienced installer. My buddy Paul checked it out for me...

.007 on the outside of the ring gear... .0055 in the inside. .006 In the middle (Contact patch).

I'm comfortable closing it up.

Before re-installing the diff, I need to install the rear sub-frame bushing.

I Hacked out the rear sub-frame bushing tonight, took about 3 hours, drilled through the rubber, and patiently (sometimes not so patiently) cut through the outer race with a hack saw blade. A tip if you have issues, is feed the blade through the whole, and re-connect the hacksaw handle upside down and use it like that. I was eventually able to pound it out with the driver shipped with it.

So maybe tomorrow I'll try popping in the new one, it's in the freezer right now.

Still waiting on new diff cover to finish it all up...tracking shows it's in Canada now at least.

OK back at it..

I ran the frozen sub frame bushing from my freezer out to the garage rolled under the car and hammered it almost ALL the way in before it warmed up (I'm guessing) and became stubborn.

After hitting it with the driver that came with the kit, then dropping the driver and hitting it directly with the hammer (lol?) I switched to my useless bushing install kit from Princess Auto, ****ing SUCCESS. Solid bushing in place, not as pretty as the other pics but hey, it's in.





Driver.

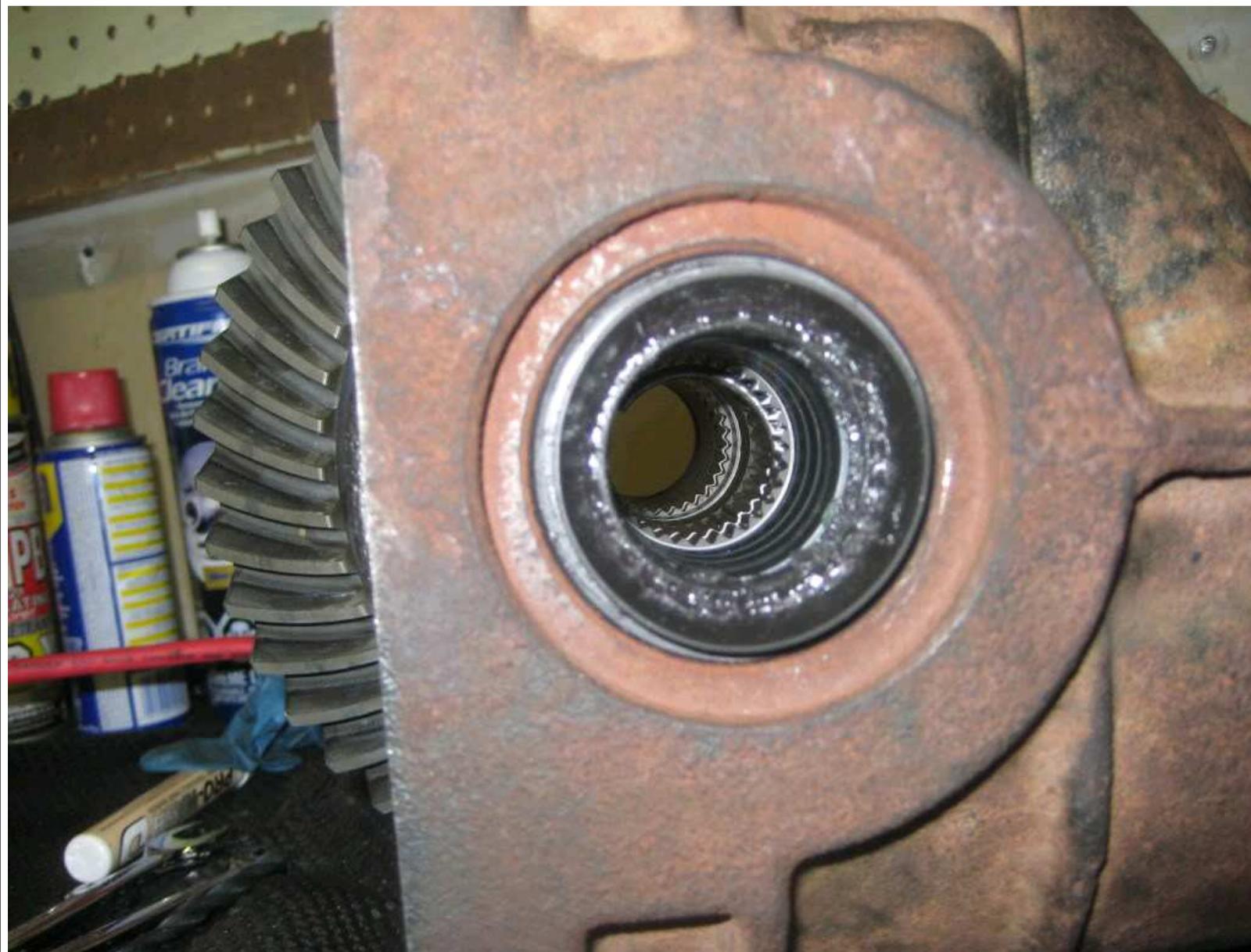


Massacred OEM bushing



After that I turned my attention to the diff again, I realized the new LSD comes with "C-Clips" pre installed.

Hi in there...



Popped the stub axles back in, made sure everything was tight.



Using RTV high heat red, I made a gasket on the diff housing.





Torque the new cover on to 29ft-lbs using shitty old bolts, I should have bought new ones. Oh well.



Installed Stud and wheels speed/ABS Sensor bolts and left it at that. I'll let the RTV cure, then dump some new fluid in it tomorrow...

Good news is everything turned forward and backwards. Won't know if LSD works until I drive it LOL
I was able to drive in the (frozen) breather tube into the new cover using brass drifts I had bought, it went in pretty easy, then filled it with Redline 75w 90 for the break-in. I may attempt the install tomorrow...

Alright, so today I committed to re-install everything and I did. My arms are so sore I can barely type lol
Started off with the whole diff strapped to the jack to roll it under and jack it up.



Oh to make my life a million times easier, something I should have taken the time to do in the beginning was remove the rear sway bar. This allows me to get directly under the car with the jack and lift it straight into place. With the sway in, I had to work it out over top...hindsight is 20/20, like a lot of things I learned during all of this.



With the Sway bar out, it gave me a change to re-grease it anyways.

With the diff jacked into place, I maneuvered the rear stud into the new solid bushing.

*Hint: Connect the breather hose as you jack the diff into place, otherwise it's difficult to connect with the diff installed..



Then I hand tightened the 2 front bolts (this was a pain), I had to give each side a few turns to make sure everything went in evenly.



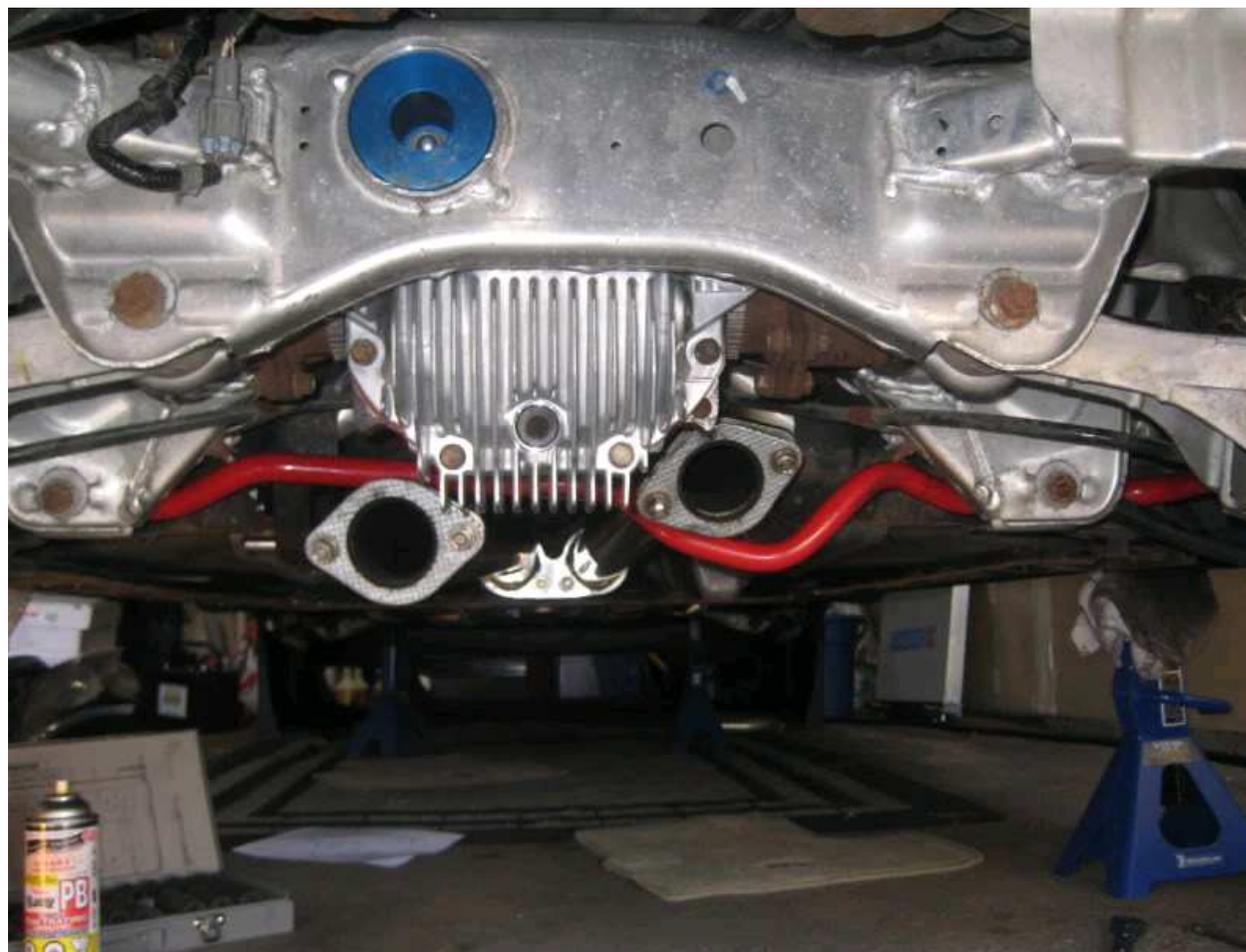
Torque the rear mount bolt to 74-88ft lbs and the 2 fronts to 67-81ft lbs, connect the wheel sensors.

BACK IN BLACK! I should have weighed this thing (I don't own a scale cause I'm fat) but it must weigh 80lbs all together.

Connect the drive shaft (line up your marks) and torque bolts to 51-57ft lbs, connect stub axles (line up your marks) and torque bolts to 47-58ft lbs.



I noticed that 1 fin was broken on the bottom far right of my new cover; I guess it shipped like that and I didn't notice. Too ****ing late now, it's in.
The easiest way to install everything at this point, is sway bar first, then your middle exhaust section (in my case anyways)



The most annoying thing was probably the rear HKS exhaust canisters, they are heavy and ****ing awkward, especially with the rubber bushings they connect to. PB Blaster on the bushing made them slide in really easy.



All cleaned up.



As frustrating and long as this has been, it was satisfying; I just hope it really works out the way I want. I won't know till I put the front of the car back together, change fluids and fire it up...

Thanks to my family for realizing I have an addiction to this stuff and allowing me to take the time to do it.
Thanks Sleeman for the tasty work beverages.

Last edited by RandomHer0; 03-21-2009 at 12:41 PM.

quote

03-22-2009, 04:13 PM

#3

Citrus

Registered User
[Garage is empty, add now](#)



Nice write-up!!! Let us know how you like the Cusco with the solid bushings!



Heh, those ring gear bolts broke the entire top of my work bench off when I installed my Nismo LSD.

'06 Interlagos Fire

Join Date: Feb 2006
Location: Colorado
Posts: 289
iTrader: (16)
Points: 5,328, Level: 46
Today's Activity: 0%



quote

03-22-2009, 07:03 PM

#4

Vader007

Registered User
Garage is empty, add now



Join Date: Nov 2004
Location: Yardley, Pa.
Posts: 756
iTrader: (22)
Points: 2,651, Level: 31
Today's Activity: 1.9%



quote

Great write up!!!!
Thanks.....good luck with everything working, keep us posted with a review!

03-23-2009, 06:58 AM

#5

RandomHer0

Professional
PREMIER MEMBER
Garage is empty, add now



Join Date: May 2006
Location: Ottawa
Posts: 1,385
iTrader: (8)
Points: 2,844, Level: 32
Today's Activity: 7.7%

Quote:

Originally Posted by **Citrus** 
Nice write-up!!! Let us know how you like the Cusco with the solid bushings!

Heh, those ring gear bolts broke the entire top of my work bench off when I installed my Nismo LSD.

LOL I read that prior to doing mine, I didn't think they were they tight!

  quote

03-23-2009, 08:21 AM #6

mw9
Registered User
[Garage is empty, add now](#)



Join Date: Oct 2006
Location: cincinnati
Posts: 1,647
iTrader: (**34**)
Points: 3,297, Level: 35
Today's Activity: 2.9%


nice write up, in for results and reviews of solid diff mounts.

KJR pulley, motordyne 5/16 spacer, rogue short shifter, all amsoil fluids, JWT popcharger, 350evo rear sway, CT-1 front sway AAM ypipe, helix tps, UTEC, Tokico HP blue, Tein S

 quote

03-26-2009, 11:24 AM #7

AcidJake75
Moderator
TX, Tech, DIY, OT, & Marketplace
Moderator
 [Garage is empty, add now](#)



Join Date: Jan 2007
Location: DFW, TX
Posts: 3,860
iTrader: (**56**)
Points: 3,340, Level: 35
Today's Activity: 8.2%
 

man I just had deja-vu...good work..

05 D-Blue: UPREV, JWT, Carbonetic LSD, 3.9 Gears, GReddy, Stance, Megan, MB, Enkei, MotorDyne, Stillen, SPL, SPC, Crawford..



***ICE* Alpine, Boston & Custom harness bar/hood/hatch struts&solid diff bushings by Jason Z-YA**

 quote

03-31-2009, 07:19 PM #8

bbs350z 

Registered User
Garage is empty, add now



Join Date: Sep 2006
Location: in ****ing bruges!
Posts: 4,552
iTrader: (83)
Points: 4,155, Level: 41
Today's Activity: 11.9%



Quote:

Originally Posted by **AcidJake75** 
man I just had deja-vu...good work..

+1 lulz. i f'n hate differentials

03 350z/built LS1/t56 + gtk1000 Big Boost! * * 06 m35x Slammed/BBK/ VIP daily

quote

04-03-2009, 11:54 PM

#9

rrmedicx

Registered User
2003 Nissan 350Z



Join Date: May 2004
Location: NY
Posts: 1,727
iTrader: (53)
Points: 4,747, Level: 43
Today's Activity: 0%



Did same project with "assistance" of a shop who ended up driving the axle stub with a c-clip through the side of the lsd that already had a c-clip on the interior. Bad Move! Ended up having to send my lsd to a cusco dealer to rebuild entirely in order to replace that 1 measely interior c-clip. What a pain in the ARSE!

Labeling is my thing, but the shop thought they were a little too good and made a small mistake that cost me time, money and a major inconvenience. And after watching them do the install, I was then able to do it in reverse when I had to put the stock VLSD back in. Fortunately the cusco fits in 99% of the time without any other adjustments from what I've read.

Nice write up. Great pics!

ULTIMATE PART OUT!!! OVER \$50k IN PARTS GOING OUT THE DOOR CLICK HERE: <http://my350z.com/forum/turbos-nitro...s-on-sale.html>

quote

04-04-2009, 05:22 PM

#10

RandomHer0

Professional
PREMIER MEMBER
Garage is empty, add now

Damn that sucks dude, sorry to hear that. I thought you were doing this yourself...



Join Date: May 2006
 Location: Ottawa
 Posts: 1,385
 iTrader: (8)
 Points: 2,844, Level: 32
 Today's Activity: 7.7%



quote

04-04-2009, 06:27 PM

#11

rrmedicx

Registered User
 2003 Nissan 350Z



Join Date: May 2004
 Location: NY
 Posts: 1,727
 iTrader: (53)
 Points: 4,747, Level: 43
 Today's Activity: 0%



Quote:

Originally Posted by **RandomHer0** 
Damn that sucks dude, sorry to hear that. I thought you were doing this yourself...

That's what happens when u change from the norm and trust others. Lesson learned. Back to DIY.

Last edited by rrmedicx; 04-04-2009 at 06:30 PM.

quote

04-05-2009, 07:03 AM

#12

RandomHer0

Professional

PREMIER MEMBER

Garage is empty, add now





Join Date: May 2006
 Location: Ottawa
 Posts: 1,385
 iTrader: (8)
 Points: 2,844, Level: 32
 Today's Activity: 7.7%



quote

04-05-2009, 09:33 AM

#13

QuadCam

Registered User
 Garage is empty, add now



Join Date: Apr 2003
 Location: Vero Beach, Florida
 Posts: 3,868
 iTrader: (7)
 Points: 4,807, Level: 44
 Today's Activity: 2.2%



quote

very well written write-up!

2005 G35 Twin Turbo Sedan

04-07-2009, 07:50 AM

#14

GreenGoblin

Professional
PREMIER MEMBER
 Garage is empty, add now



Join Date: Feb 2007

Very nice, I want to go make some solid diff mounts now

SFL G Club

Location: South Florida
 Posts: 1,539
 iTrader: (5)
 Points: 2,927, Level: 33
 Today's Activity: 2.8%



quote

04-07-2009, 09:53 AM

#15

RandomHer0

Professional

PREMIER MEMBER

Garage is empty, add now



Join Date: May 2006
 Location: Ottawa
 Posts: 1,385
 iTrader: (8)
 Points: 2,844, Level: 32
 Today's Activity: 7.7%



quote

For the cost of these, Im sure it can be done cheaper.

04-10-2009, 08:35 AM

#16

RandomHer0

Professional

PREMIER MEMBER

Garage is empty, add now



Join Date: May 2006
 Location: Ottawa
 Posts: 1,385
 iTrader: (8)
 Points: 2,844, Level: 32
 Today's Activity: 7.7%

Took the car out, no bumper, FMIC in full view. Lots of looks from people LOL

I went down to the park and ride on Trim to do figure 8's with the new LSD to break it in a bit. I can hear it working, during slow speed turning I can hear the tires scrubbing, which is normal. It doesn't sound broken as some people make it seem, although Im inside not outside the car.

I can't give a great review because I didn't really want to attract attention, but the car just wants to go, no more stepping out, out of a turn it just pushes and pushes, you expect to lose traction...but you don't.

I can obviously get the car sideways powering over, but if I let the LSD do its job, it seems to do it well.

As for the solid bushings, I don't really hear any whining, probably because my tranny whines like a dog box and I can't hear anything outside of that LOL

No wheel hop, the car just wants to hook.

I'm happy.

 P.S. I was leaving a 4 way stop pretty hard, and looked in my rear view and thought I dropped my diff fluid on the road, my heart sank. So I pulled over, got under the car, nothing. No drips, no nothing.

I went back and it just looked like a squigly long crack in the road which looked like fluids I guess as I pulled away lol

Just gotta get my E-Test.

 04-10-2009, 10:47 AM #17

rrmedicx
Registered User
2003 Nissan 350Z



Join Date: May 2004
Location: NY
Posts: 1,727
iTrader: (53)
Points: 4,747, Level: 43
Today's Activity: 0%



Congrats! Sounds good. Give more feedback when you get some more seat time.

ULTIMATE PART OUT!!! OVER \$50k IN PARTS GOING OUT THE DOOR CLICK HERE: <http://my350z.com/forum/turbos-nitro...s-on-sale.html>

 11-24-2009, 01:37 PM #18

bikinilust
Registered User
Garage is empty, add now

Join Date: Dec 2006
Location: socal
Posts: 333
iTrader: (5)
Points: 1,941, Level: 26
Today's Activity: 7.7%

has anyone tried placing the rear diff solid bushing in a cup or bowl with dried ice, prior to install? I would think dried ice would get the bushing colder than the freezer, thus shrinking the bushing a little more. Just a thought

 11-24-2009, 04:38 PM #19

RandomHer0
Professional
PREMIER MEMBER
Garage is empty, add now

I think someone else has, it worked.

<http://i16.photobucket.com/albums/b2...0/Misc/Sig.jpg>



Join Date: May 2006
Location: Ottawa
Posts: 1,385
iTrader: (8)
Points: 2,844, Level: 32
Today's Activity: 7.7%



quote

11-24-2009, 04:41 PM

#20

RandomHer0

Professional

PREMIER MEMBER

Garage is empty, add now



Here it is, post 36.

<http://my350z.com/forum/suspension/3...ml#post7049149>

<http://i16.photobucket.com/albums/b2...0/Misc/Sig.jpg>



Join Date: May 2006
Location: Ottawa
Posts: 1,385
iTrader: (8)
Points: 2,844, Level: 32
Today's Activity: 7.7%



quote

11-24-2009, 04:41 PM

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