



S13 Front strut upgrade

To do this conversion the following parts are needed:

- s13 Silvia/180SX front struts (Preferrable coilovers, with adjustable tops - explained further down)
- s13 Hubs
- s13 Brakes (discs/calipers) or alternative (r32 etc)

How it's done:

- Unbolt your struts
- Disconnect tie rod ends
- Remove old struts
- Bolt s13 hub to the lower control arm
- Insert struts (see note below) and attach to hubs

Once you have done this you will notice that the hub sits a lot higher up in the arch than the original 910 strut did. DO NOT PANIC! Once the brakes and wheel is replaced and the car lowered, the wheel is in the original correct position.

NOTE: THE S13 STRUT TOPS HAVE DIFFERENT BOLT SPACING (PCD) THAN THE BLUEBIRD, YOU HAVE TO HAVE THE STRUT TOP PCD CHANGED TO SUIT A BLUEBIRD!!



This can be done by either getting new plates machined up, or swapping the bluebird tops/springs across (which is also unconfirmed at this point), and this also depends on the type of coilovers you have.

You also have to bore out the hole in the hub where the tie rod end on the steering rack bolts into, as it is too small to accept the Bluebird item. This must be done with a tapered drill bit, as the hole itself is tapered. You can do this, or have the very top of the hub where the tie rod end sticks through machined down a tiny bit to get the castellated nut in the right position.

You will also need to wind out your tie rod ends somewhat, as the s13 has a wider track width than the 910, otherwise your wheels will be toed out horribly and you'll need to tow it to a wheel alignment place as the car will be physically un-driveable.

Now that your struts are in, we deal with the brakes. You have heaps of choices, whether it be s13 single piston calipers, r33 non turbo twin piston (slide type) calipers, or r32/z32 4 piston calipers with thicker discs. However, if you use the z32/r32 rotors, you need to have them re-drilled to suit 4 x 114.3 stud pattern. Attach brake lines (custom ones might be necessary - I used the series 3 910 flexi lines from my old calipers with a cut down banjo bolt.. this will work, but its advisable to get proper lines for them eventually), and don't forget to bleed your brakes.

Reason for using the coilover type suspension: Standard s13 struts have a wider spring base than a Bluebird, and they struts will fit - **BUT** - they will hit on the inside of the strut towers, which is why the narrower struts are preferred. Another reason, is that the standard s13 tops do not bolt into the bluebird tower, the PCD is different (as explained above) and the beauty with the adjustable tops is you have instant camber change if you ever plan to take your car racing.. do this when you get a wheel alignment.

	R32 Brakes	\$400.00	Private sale
	S13 Coilovers	\$350.00	Private sale
	4/5 Stud Multifit Mag Wheels	\$400.00	Asian Auto Spares
PARTS & PRICES	Billet Camber Plates	\$170.00	Custom fabricator/machinist
	S13 Wheel Hubs	\$65.00	Private Sale
	Wheel Alignment	\$35.00	Beaurepaires
	Brake Fluid & flush	\$40.00	Beaurepaires