

Alpha Performance R35 GTR Drag Suspension Assembly and Setup Guide



Parts Listing for GTR Drag Suspension Kit

- [2x] Shock Assembly - R35 GTR Double Adjustable Front w/ Top Hat
- [2x] Shock Assembly - R35 GTR Double Adjustable Rear w/ Top Hat
- [2x] 2.5" I.D. Springs / 10" Free Length x 800 lb.
- [2x] 2.5" I.D. Springs / 10" Free Length x 450 lb.
- [4x] 2.5" I.D. Springs / 4" Free Length / Helper Spring
- [4x] 2.5" ID Helper Spring Guide
- [1x] Wrench - Drag Suspension Spanner
- Bracket & Hardware Kit:
 - [4x] Lower Strut Bolts and Nuts
 - [4x] Bolt – M6 x1.0 12mm Hex Flange
 - [2x] Clamp – Nissan R35 GTR Drag Suspension Bracket Kit
 - [1x] Bracket – Nissan R35 GTR Drag Suspension Bracket Kit Left
 - [1x] Bracket – Nissan R35 GTR Drag Suspension Bracket Kit Right



Assembly Instruction:

1. Remove all items from packaging and inspect components for possible damage caused in transit.
2. Cross reference parts listing with delivered components before attempting assembly.
3. Remove top hat from each strut assembly.
4. Install 10" 800lb springs (Part Number B0800) to front strut assemblies. The springs are symmetrical but can be installed with the lettering upright for a uniform appearance.
5. Install 10" 450lb springs (Part Number B0450) to rear strut assemblies. The springs are symmetrical but can be installed with the lettering upright for a uniform appearance.
6. Install the four helper spring guides to the top of each 10" spring. Lettering must be upright.
7. Install the four helper springs to the top of each spring guide. Springs are symmetrical and can be installed in either direction.
8. Adjust bottom spring perch and lock ring to a lower position to allow enough slack to reassemble the top hat by hand. Use a socket wrench to tighten the lock nut at the top of the strut assembly. Once top hat is reinstalled, adjust lower spring perch back up to remove slack from the spring assembly. Compress helper spring by approximately half. (This will change once ride height is set on the vehicle)
9. Once suspension is installed on the car and ride height is set, use lock ring (lowest ring on strut assembly) to lock the lower spring perch in place. The spanner wrench will allow for final changes to be made, and can be fully tightened by hand with this wrench.





Compression and Rebound Settings Recommendations:

Each strut has two knobs which can be adjusted to control damping characteristics. The knurled metal knob is compression, and the plastic knob is rebound.

- Full counter clockwise is lowest setting for compression and rebound. (Position 1)
- Full clockwise is the highest setting. (Position 9)
- There are nine individual settings for both compression and rebound.

Start at position 6 for both compression and rebound front and rear. As every vehicle behaves differently due to weight, power, and tire differences, some testing and tuning will be necessary to achieve the best results.

Vehicle Launch Behavior Correction Recommendations:

- Front wheel lift can be controlled by increasing rebound in the front to tame it down or decreasing rebound in the front to get the tires to come up easier.
- Increasing compression in the rear will transfer weight to tires quicker, adding traction. Decreasing compression in the rear will transfer weight slower, allowing more tire spin.
- Bounce can be controlled by increasing rebound in the rear and/or the front.

Alignment Recommendations:

Minimize toe at all 4 corners and make rear camber 0 or slightly positive depending on how far the car squats at launch.

