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**SpeedForSale.com's Installation Guide Series:**  
**KM Motorsports 3-Piece Chassis Braces for 2009+ GT-R**

**THESE 'KM Motorsports 3-Piece Chassis Braces' CAN BE PURCHASED HERE:**  
<http://www.speedforsale.com/nissangtrparts/km-motorsports-km-3piece-chassis-brace-set-p-2188.html?osCsid=k5ltc8bpb9498ivqpharuihbs6>

**YOU CAN ALSO VIEW OUR 'STAGED POWER UPGRADES' HERE:**  
<https://www.speedforsale.com/nissangtrparts/speed-sale-speedforsale-staged-power-upgrades-p-1030.html?osCsid=2airirkvjdgqclejmqfiildbt3>

**Article written by John Maas. Article revised and converted to PDF by Jeremy Blackwell.**

**Time:**  
2-3 hours depending on experience and tools.

**Difficulty:**  
Beginner

**Description:**  
This is a description of how to install the KM Chassis Brace set onto the R35 GTR.

**Tools Needed:**

- Ratchet
- extensions for ratchet
- 10mm, 12mm, 14mm, and 17mm sockets and wrenches
- torque wrench
- flat head screw driver

**Preparation:**  
Raise and support the vehicle.  
Remove the front engine undercovers.

**Instructions:**

These procedures are meant for a skilled mechanic and this installation should not be performed without the proper tools and knowledge. They are from a do-it yourself customer who has had years of experience working on cars. He is not an employee of Speed for Sale and received no monetary compensation. Speed for Sale takes no responsibility for any issues resulting from the use of these procedures.

The car should be placed on an appropriate lift or jack stands. If you are using jack stands make sure there is enough room to use large tools including a torques wrench that goes up to 100 foot pounds. You will also want to remove the front wheels for easier access. Although the installation of the braces does not take long you will have to remove two of the under trays.

In addition to the three braces in Figure 1 you should have received the hardware shown Figure 2.



Figure 1



Figure 2

### **Center Brace Installation**

Start by removing the rearward OEM bolts attaching the OEM tunnel brace as shown in Figure 3.



Figure 3

Next take the supplied nuts attached to a strip of metal and bend the last half inch about 20 degrees away from the nut side as shown in Figure 4.

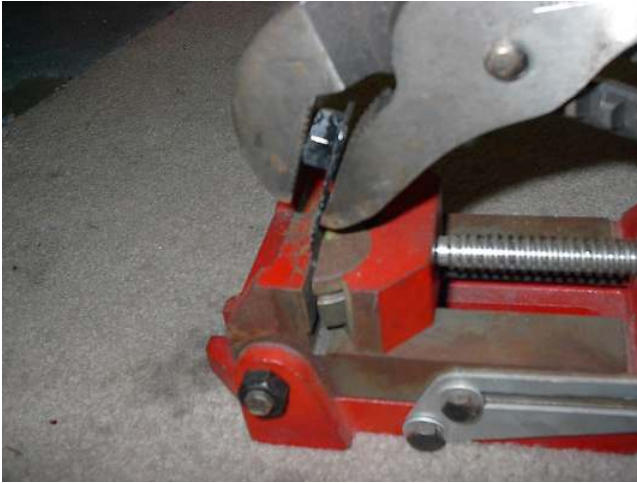


Figure 4

Now insert the nut end with the nut facing up into the slot in the frame of the car as shown in figure 5.



Figure 5

Now prop up the front end of the brace in position under the car. Using the supplied bolts and lock washers attach the rear end of the brace loosely to the car Figure 6.



Figure 7

Now use a large flat end screw driver to hold the end of the metal strap attached to the front nuts. You should be able to screw the supplied bolts into the nuts through an existing hole in the frame. The screw driver will help to hold it into place as shown in Figure 8.



Figure 8

Now go back and torque the bolts to 45 ft. lbs.

Completed installation shown in Figure 9.



Figure 9

### Rear Brace Installation

The first step will be to remove the rear carbon fiber under tray. I usually start by removing the four plastic clips at the back of the tray, Figure 1.



Figure 1

I then remove all of the 10 mm bolts followed by the 12 mm with the exception of the center most bolt in the front of the tray which I loosen but do not remove. Lying under the tray, remove the last bolt while holding the tray. Move the tray towards the front of the car and the tray should release. Set the tray aside, it's a good time to clean both sides with mild soap and water.

With the tray removed you will see both the left and right lower control arm nuts, Figure 2 and Figure 3.



Figure 2 (right)



Figure 3 (left)

These nuts are on the end of bolts that connect the lower rear control arms. These are adjustable and are used to adjust both camber and tow angles. It is important that you do not allow the bolts to turn or it will affect your alignment. Although they will be difficult to see I marked the washers to the frame. I did it on top; in retrospect it might be better to do it on the bottom.

Use a wrench on the bolt head to keep it from turning then remove the nuts on both sides. Leave the OEM washers in place and put the brace over the ends of the control arm bolts. Tighten the nuts to 65 ft. lbs., again taking care not to allow the bolt to turn. If you can see your marks make sure the bolts have not turned.

Figure 4 shows the rear brace in place. Put the under tray back on and you're done.



Figure 4

### Front Brace Installation

Start by removing the center front under tray. This is the one with the oil drain door in it. If you have an early model 2009 that doesn't have the four 1" holes in it to access the front bolts of the center tray you will have to remove the front tray as

well. This would be a good time to make the upgrade which is relatively easy. Instructions on how to do this can be found online.

With the tray removed you will have access to the nuts that hold part of the front lower control arm. As with the rear it is important to not let the bolt turn. Remove the left and right bolts as shown in Figures 1 and 2.



Figure 1 (bolt end on right, passenger, side)



Figure 2 (nut end on left, driver's, side)

The brace will be mounted with the bend facing towards the rear and the mounting tabs facing up as shown in Figure 3.





Figure 3

Leave the OEM washers in place and put the brace on over the ends of the bolts. Put the OEM nuts on and torque to 74 ft. lbs. The installed brace is shown in Figure 4.



Figure 4

Now install the center tray, It will not go on as easily in the front because it mount against the brace. I did find it necessary to gut the tab on the oil door in half as shown in exhibit Figure 5.



Figure 5

You are done! Not so bad. Now go have fun and enjoy the added rigidity these braces provide.