

## Rearend Removal Instructions

Loosen the rear wheel lug nuts.

Check the brake fluid level in the brake master cylinder. If it is full, remove some fluid, so when you compress the rear calipers to remove them, the reservoir will not overflow. Be careful – brake fluid is instant disaster on your paint.

Raise the rear section of the car. I pulled my car into my garage nose first, put my ramps under the rear wheels, and my 4-inch "booster" boards (stacked, staggered 2x10's) under the front. Backed it up on the ramps. **Before you do anything, put chocks under the front wheels, front and back. Eventually, you will have no driveshaft and no emergency brakes to hold the car.**

Raise it another 6-inches or so with a floor jack under the axle and put jack stands under the sub-frames, away from the LCA mounting points. This will give you plenty of room for working and moving the axle assemblies in and out. Leave the floor jack under the rear axle center section, holding the weight.

Remove the rear wheels.

Release the emergency brake.

Remove the screws holding the brake hose retaining brackets to the back side of the axle LCA brackets. Save the screws.

Remove the bolt that holds the brake line t-block to the top of the differential housing. Save the bolt, you "may" need it.

Bend up the clip on the top of each axle tube that holds the brake lines in place.

Remove the bolts in the differential cover that hold the emergency brake wire loop retainers in place. Put the bolts back in so you don't lose them.

Remove the rear brake calipers. First compress the caliper with a c-clamp. Then remove the two bolts that hold the calipers to the caliper mounting bracket. These are conventional bolt heads. Do not remove the slider bolts in the caliper that you would remove if you were doing new brake pads. Do not separate the hydraulic hose. Hang the calipers up out of the way using a bent coat hanger. Check that the lines are up out of the way. If not, wire them up so they don't get bent while you are working under the car.

Remove the rotors from the wheel studs.

Remove the sway bar. Start with the end links, then the u-bolts that hold the bushings to the axle tube. Put the nuts back on all the pieces so you don't lose them.

Remove the lower shock mounting bolts and pull the bolts out of the holes in the brackets. If you are not replacing shocks, stop here and go to the next step. If you are replacing shocks, remove the top nuts too. They are under the carpet, where the flat part starts to bend down behind the seat. Fold the seatback down and pull the carpet out from under the side plastic wheel housing covers. There is a plastic foam "falsie" stuffed into the hole for the shock mount. Just pull it out and put it aside. Drop the shocks out and get them out of the way.

Remove the end of the panhard rod (track bar) from the axle housing bracket. Leave the body end attached. Wire the rod up to the body to keep it out of the way.

Be sure you have left the LCA's and TA in place at this time. This keeps the axle from rotating and letting the springs fly out.

Lower the axle assembly with the floor jack. Check while you are lowering it to make sure you have not got the brake lines, or emergency brake cables, or anything else snagged on the axle. It will drop low enough for all the tension to go out of the springs. They will flop out and fall on the floor. Make sure to note how the upper spring rubber seats are located in the recesses in the body. I think it's a good idea to put the seats and the springs back exactly the way they came out.

Remove the u-bolts that hold the u-joint to the pinion yoke.

**You should be sure to have help for the next few steps:**

Raise the axle back up ½ way. Support the nose of the pinion housing. Remove the TA bolts. These bolts can be really tight, because the torque spec is 97 ft-lb. Just be careful the axle doesn't shift and fall off the jack.

Remove the LCA bolts from the axle brackets.

Make sure the axle assembly is balanced on the floor jack, remove whatever is holding the pinion up, lower the rear to the floor and roll the jack/axle out from under the car. Stare at the OEM axle and reflect on what a rusty old POS it is.

Remove your driveshaft. You may need to pry it out of the end of the tranny, if it is dried out and never been out before.