

## Camaro Poly Differential Mount Installation



**Part Name:** Camaro Poly Differential Mount

**Part Number:** 1410105

**Application:** 2010 + Chevrolet Camaro V8 and V6

**Level of Difficulty:** Moderate

**Expected Installation Time:** 5 Hours

**Packing List:**

- 3 Polyurethane bushing carriers
- 3 Aluminum bushing inserts

**Recommended Tools:**

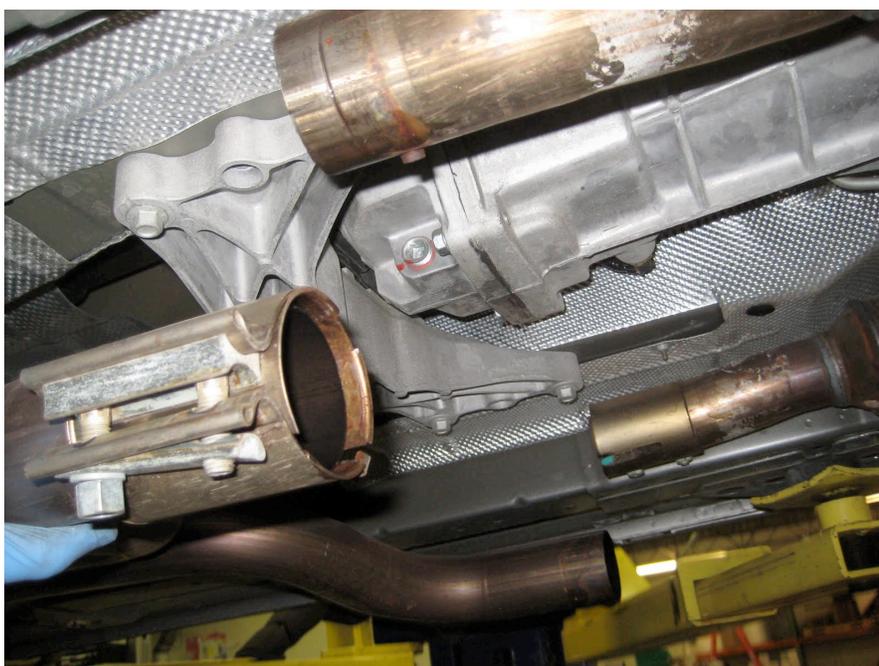
- 1/2 drive breaker-bar
- 1/2 drive torque wrench
- 3/8, and 1/2 drive ratchets
- 15mm, 18mm shallow sockets
- 15mm deep socket
- 18mm wrench
- 18mm ratchet wrench
- Sawzall, or hacksaw
- Floor jack & jackstands, or lift and screw jack

## Rear Differential Bushing Removal

1) Lift the car and support it properly. This installation can either be done on jack stands or on a lift.



2) Remove the chassis tunnel brace. These bolts are 15mm in size.



3) Loosen the rear valence (bumper) to allow access to the rubber exhaust muffler hangers. This can be done by removing the two 7mm hex head screws on the bottom.

4) Remove the 4 rubber hangers (two at the mufflers and two below the differential (shown) that hold the rear portion of the exhaust system in place.



5) Disconnect the exhaust system from the header. This requires the use of a 15mm socket. The clamping sleeves slide over the tube to allow the exhaust to drop straight down.

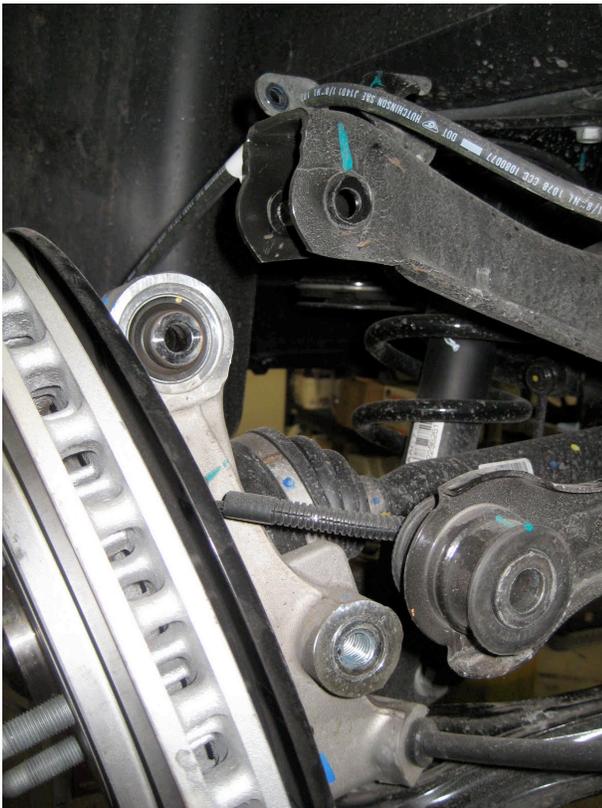


Remove the exhaust system that is fully disconnected now.



6) Remove the upper control arm to upright bolt, the trailing arm to upright bolt, and the tie rod to upright bolt on the driver's side suspension only. Use a 18mm wrench and socket. Do not remove the assembly.

**!Caution! Be careful of causing damage to the brake line, do not let the assembly drop**



7) Drain the differential into an appropriate pan. Use a 3/8 " ratchet wrench.

8) Before removing the differential, you should support it on a jack, preferably a screw jack so you can lower it slowly and easily.



9) Remove the three 18mm differential mount bolts.

10) Disconnect the vent hose from the top of the differential.

11) Disconnect the driveshaft flange from the driveshaft. These are 18 mm in size.



12) Pull the half shaft from the driver's side, and remove.

13) Pop the passenger half shaft from its retention ring.

14) Lower the differential while twisting down and pulling off the passenger half shaft.



15) Set the differential on the ground.



## Changing the Bushings

- 1) Cut out the centers of the OEM bushings with a sawzall.
- 2) Collapse the shells with a chisel (or an air chisel) and push the sleeves out of the housing.



- 3) Using white lithium grease, install the polyurethane bushings, using a rubber mallet and small hits, keeping sure to hit square to the bushing.
- 4) Once installed, repeat the above process with the aluminum inserts.



- 5) Re-install the differential, and remember to refill the differential case with fluid.



### **Torque values:**

Lower Control Arm to Knuckle Assembly **30lbft** **120 degrees**

Upper Control Arm to Knuckle Assembly **44lbft** **90 degrees**

Toe Link to Knuckle Assembly Bolt **103lbft**

Trailing Arm to Knuckle Assembly **30lbft** **120 degrees**

Front Differential Bushings **59lbft**

Rear Differential Bushings **59lbft**

Driveshaft to Differential **85lbft**