



WK1/XK Front Diff Bushing Removal & Replace Instructions

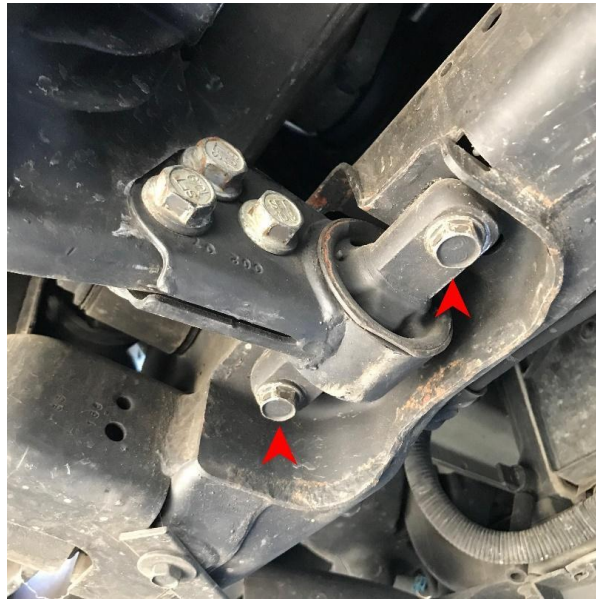
1. These are the suggested tools to do the job. You may be able to substitute some of these tools if need be.

- 1/4" drive ratchet
- 6" long 1/4" drive extension
- Either a 1/4" drive 8mm socket or 6mm allen socket
(depends on head of bolt on front driveshaft CV/U-joint)
- Two 3/8" drive ratchets
- Two 12" long 3/8" drive extensions
- 6" long 3/8" drive extension
- 15mm / 16mm / 18mm and 19mm deep well sockets
- 18mm and 19mm wrench
- Torque wrench

2. Verify what style head is on the front CV joint bolts or U-joint bolts. Remove all bolts holding the CV or U-joint to the front differential.



3. Using 3/8" drive ratchet and 16mm socket, remove the two bolts that hold the front bushing to the subframe.



4. Using 3/8" drive ratchet and 18mm socket as well as the 18mm wrench, remove the three bolts that hold the front bushing to the differential.



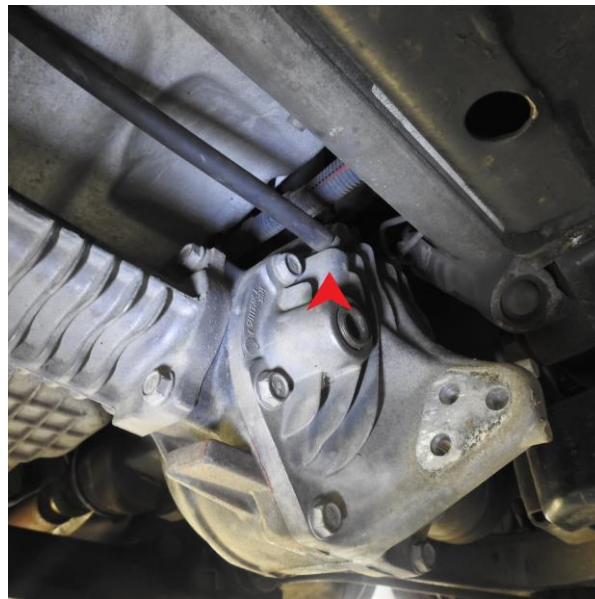
5. Put both 12" extensions and 18mm socket on one ratchet and 6" extension and 15mm socket on the other ratchet. Remove the nut from the bolt going through the

pinion bushing. Leave the bolt in to hold the differential up. Go over the sway bar and steering rack to get to the nut like shown.



6. Using the 18mm socket on one ratchet and 15mm socket on the other ratchet, remove the nut from the bolt going through the passenger side bushing.

7. Remove differential vent tube and electrical connector if equipped. (electrical connector is not pictured due to this vehicle not being equipped with one).



8. Now that both bushing nuts are removed, you can now pull both bolts out and rotate the diff downward so that the pinion is facing the ground.

9. If you are not using our tool, skip steps 9 & 10. Set the tool up as pictured on the passenger bushing to begin removing the old bushing. Use the 19mm socket and wrench and rotate the nut while holding the bolt at the top still. This ensures you are using the bearing to help with pressing the bushing out. ***(DO NOT USE A IMPACT PRESSING BUSHINGS OUT AS YOU CANNOT FEEL IF SOMETHING BINDS!!!)***



10. Now set the tool up the same way on the pinion bushing and remove the bushing. Make sure the notch in the cup is lined up with the differential housing.



11. After removing both OEM bushings, make sure that the bore on both pinion and passenger bushing housings are clean and free of any burrs. Both OEM bushings need to be removed entirely like shown.



12. Press all 4 polyurethane bushings into pinion and passenger bushing housings. Now grease up the tubes that press into those bushings with supplied grease and press them in (you may find it easier to tap them in with a rubber mallet).

13. Lift the differential back into place and slide a bolt into each of the pinion and passenger bushings. With the diff in place you can now install the front bushing to the differential cover. Rotate and ensure that the cross bar in your new front bushing has the larger reliefs toward the top like shown.



14. Install everything in reverse order of removal. Torque specs are listed below.

You can now be at peace and not have to worry about these bushings anymore. If you have any questions feel free to give us a call @ (503) 316-1811

TORQUE SPECS

- Bolts through pinion and/or passenger bushing 70 ftlbs
- Front bushing to differential cover (3 bolts) 86 ftlbs
- Front bushing to subframe (2 bolts) 35 ftlbs
- Driveshaft CV to pinion flange (6 bolts) 24 ftlbs

