

**\*\*Before you start, be sure you can either bleed the AYC system yourself (it requires a special tool) or can get the car to a dealer because you will lose fluid\*\***

I had a lift to do this with and I suggest you use one as well. If you do, you'll need a transmission jack. If on the ground, have a floor jack to support the differential once you get to that point.

Things you'll need:

1 qt. Diamond SP III or equivalent transmission fluid

Red or Blue Loctite

Step 1. Remove rear wheels.

2. Remove (2) 13mm bolts holding the catback to the catalytic converter.

3. Unhang catback system. Each muffler tip (or muffler on an aftermarket system) has two hangers just behind the bumper cover and there is another hanger in the "S" bend in the pipe.

4. Remove cotter pin from the axle nut on each side. Remove the 32mm axle nut. Press the axle through the spindle.

5. Remove the 17mm pinch bolt holding the upper ball joint in the knuckle on each side. Pop the ball joint out of the spindle.

6. Remove 10mm bolt holding the ABS sensor to the strut on each side.

7. Remove all (4) 14mm lower camber bolts from the subframe that hold the two lower control arms on each side. Drop arms away from diff.

8. Remove (4) 14mm bolts & nuts holding the yoke to the driveshaft.

9. Remove the two AYC lines from the rear diff. **YOU WILL LOSE FLUID** so make provisions to catch it. There are a few ways to do this but I chose to disconnect the steel line that comes out of the diff from the rubber hose. 14mm flare nut wrench on the steel line side and 17mm open-end wrench on the rubber hose side.

10. Support the differential. Remove the 6 (3 on each side) 17mm bolts holding the subframe to the bottom of the car. Be sure to remember that the short bolt came out of the middle hole on each side.

11. **CAREFULLY** lower subframe assembly. It helps to have another person or two to pull the knuckles away from the assembly.

12. Remove the (4) 12mm bolts holding the sway bar bracket to the subframe.
13. Remove the (2) 17mm bolts holding the upper control arm to the subframe on each side.
14. Fish off the upper control arm/sway bar assembly around the diff lines.
15. Remove the (2) 10mm bolts that hold the crossbar underneath each axle.
16. Remove the rear 19mm bolt and the two front vertical 17mm bolts holding the diff into the subframe. Be sure to take note of how the bushings go on the front two bolts. Swing the small aluminum bracket on each side out of the way.
16. Fish the subframe off the diff/axle assembly. Be careful with the lines. Have a juice bag, preferably CapriSun Grape.
17. Put new subframe onto diff. Work backwards with all the bolts.

Reassembly notes:

-Use the Loctite on all the bolts that came out with red coating on the threads. I used red Loctite but you can use blue too.

-When attaching the upper control arm to the subframe, DO NOT over tighten the horizontal bolt. It will pinch the bushing and cause it to bind up once everything is back in the car. "Good-n-tight" doesn't apply here. I searched and searched but was unable to locate torque specs for this particular bolt so I used 40 foot-lbs and it seems to be holding up well.

-Torque the axle nuts and wheel nuts down properly as well. I was unable to locate axle nut torque but the lug nuts are 74 foot-lbs.

Hope this helps. This was a puzzle the first time I attempted it but now it can be done much quicker.