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Rearend Instructions

1 message

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Tue, Nov 19, 2013 at 11:03 AM

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REAREND INSTRUCTIONS:

You will want to pull the (10) center studs through the housing, I would recommend using a washer/spacer and a 3/8" nut to pull these through. Make sure that you use a socket and not an impact as an impact will strip the splines. Then apply a bead of silicon all of the way around the housing going around each stud to act as a gasket. Do not use a gasket. You will then place your center section over these studs and tighten it down with (10) 3/8" nuts on the outside. I really do not have a torque-spec for these, but simply make sure that they are tight.

From here you will want to slide your axles into the housing, the long axle goes onto the passenger side. Before fully seeding the axles you will want to place a thin bead of silicon all of the way around the outside race diameter of the axle bearing. The best way to explain this is to imagine the axle bearing being a tire. You will want to apply the silicon around the threads of the tire keeping it off of the side-walls. After the silicon is applied you can fully seed the axles into the housing.

Next, you will move onto the brakes. You will want to position your caliper bracket on the top side of the housing towards the rear bumper of the car (This is the common location, but you can also position it towards the front or even towards the bottom of the rearend, whichever works the best for you). You will place the 4-bolt u-shaped retainer-plate on the outside of the axle bearing and slide (3) of the cap-screw/allen-head/T-bolts through a lock-washer, through the retainer plate, through the housing end, and threading into the disc brake bracket using it as a nut. On the 4th bolt this will run the opposite direction, going through the housing end, through a lock washer, through the retainer plate and into a nut on the outside. It is possible that you will have to grind the head of the bolt on the 4th bolt in-order for it to go straight through the housing end. **DO NOT GRIND THE HOUSING.** You will notice a gap between the retainer plate and the outside of the housing end, this is the area where a backing plate would sit on a standard drum brake setup. This gap can be filled with a lock or flat washer on each bolt. It is not necessary, but it will keep you from over-tightening the bolts and squishing the bearing.

Lastly, you will be ready to fill this with oil. We would recommend running (3) quarts of an 80-90W GL-5 Non-Synthetic Oil. If you are running a clutch-style posi unit you will also want to add (1) bottle of the posi additive / friction modifier. (DWIGHT - YOU NEED THE ADDITIVE)

Let me know if you have any other questions.

Thanks,
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