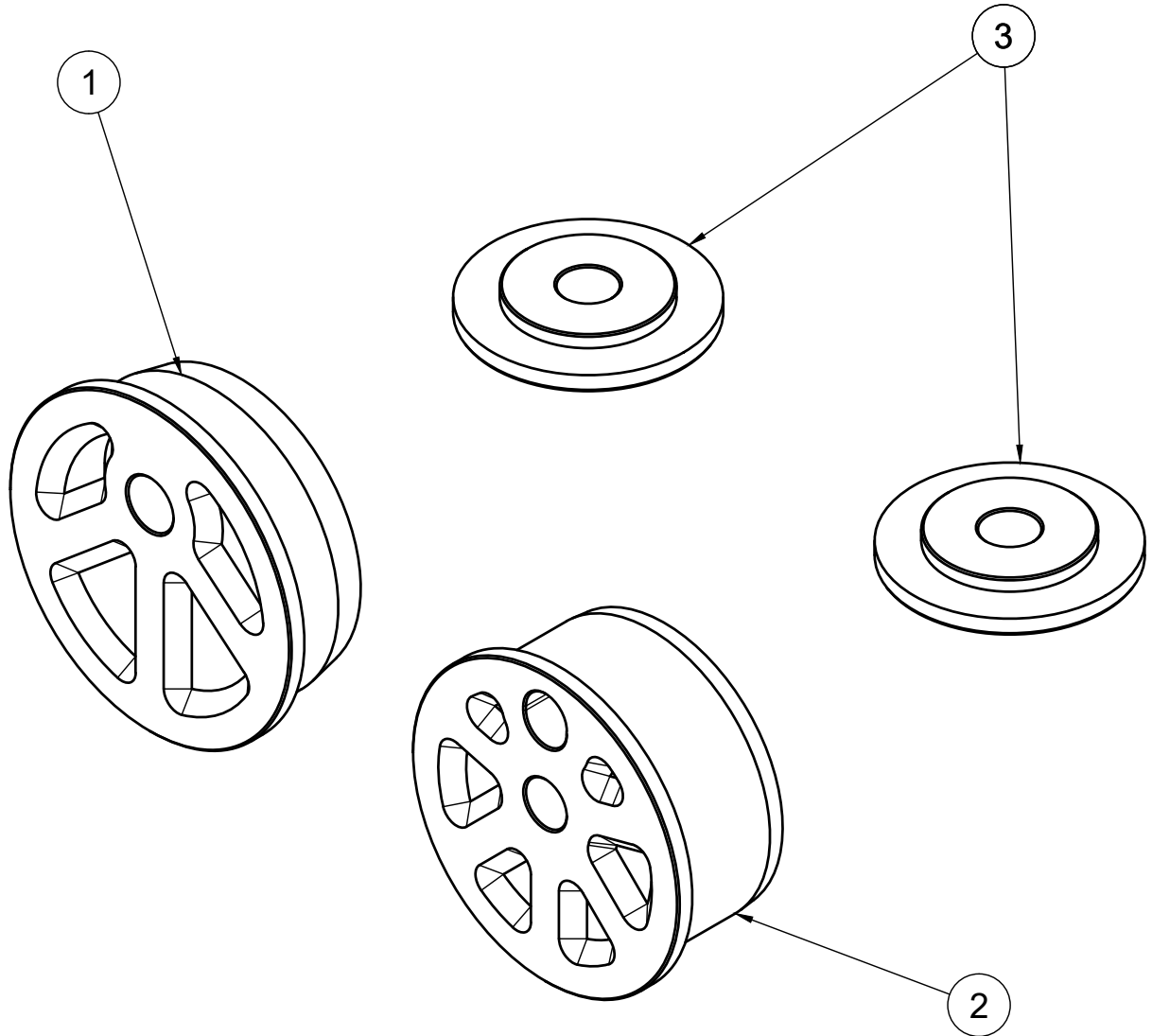


# GT86-DIFR



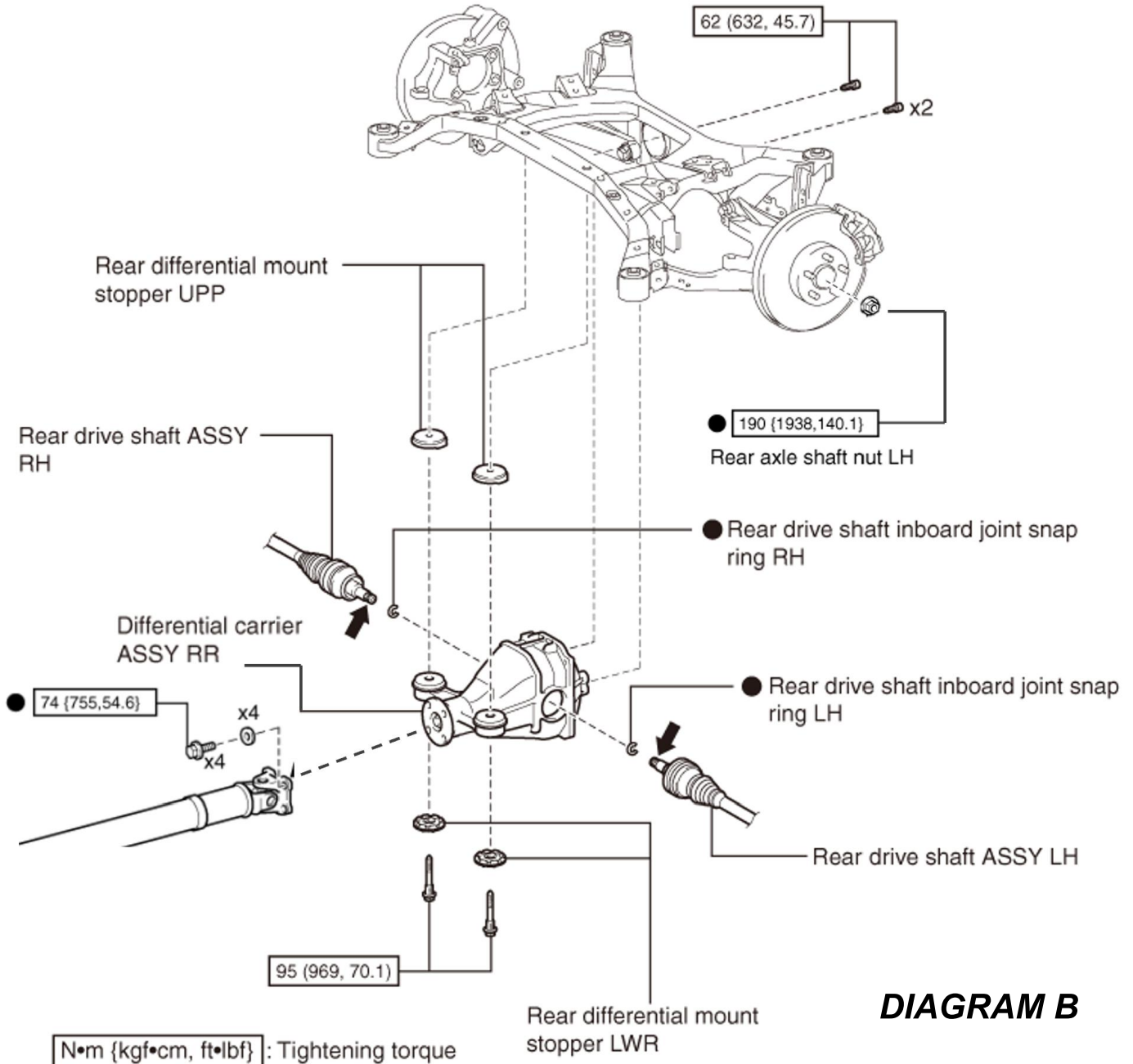
**DIAGRAM A**

3	LOWER DIFFERENTIAL MOUNT STOPPER	2
2	TWO BOLT REAR RAISE DIFF BUSH	1
1	ONE BOLT REAR RAISE DIFF BUSH	1
<b>ITEM</b>	<b>DESCRIPTION</b>	<b>QTY</b>
<b>PARTS LIST</b>		

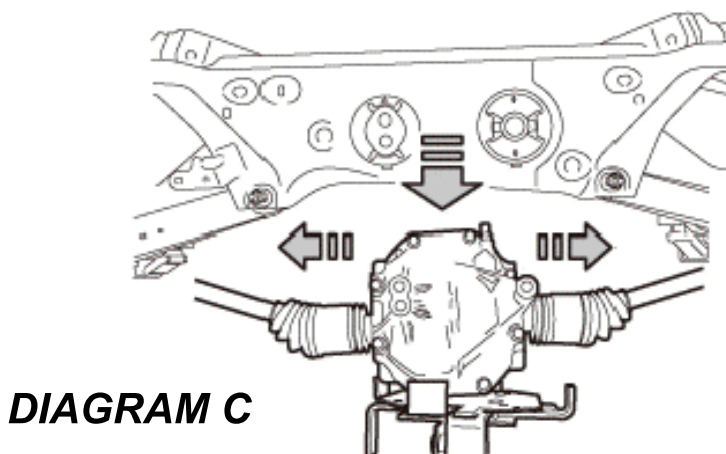
PAGE 1

# GT86-DIFR

1. JACK UP VEHICLE AND REMOVE REAR WHEELS.
2. UNDO DRIVESHAFT AND PROPELLER SHAFT BOLTS.
3. REMOVE FRONT AND REAR DIFFERENTIAL MOUNTING BOLTS AND LOWER THEN LOWER AND REMOVE THE DIFFERENTIAL (AS SHOWN IN DIAGRAM B / C).



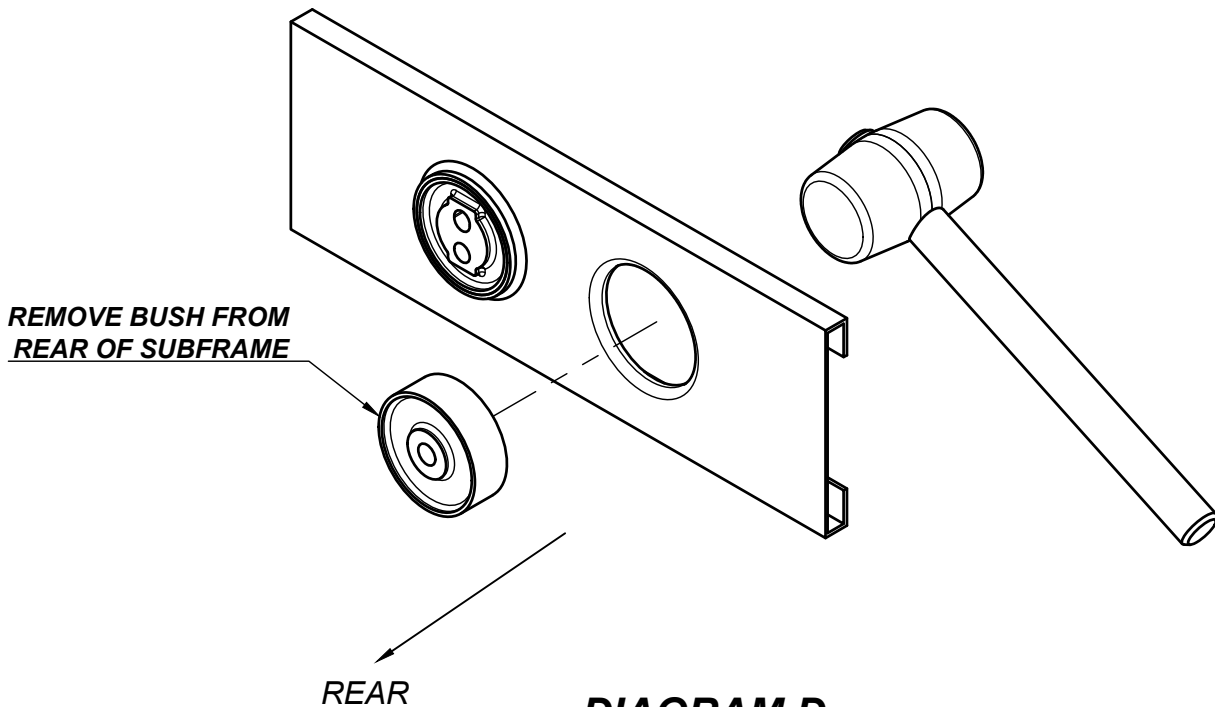
**DIAGRAM B**



**DIAGRAM C**

# GT86-DIFR

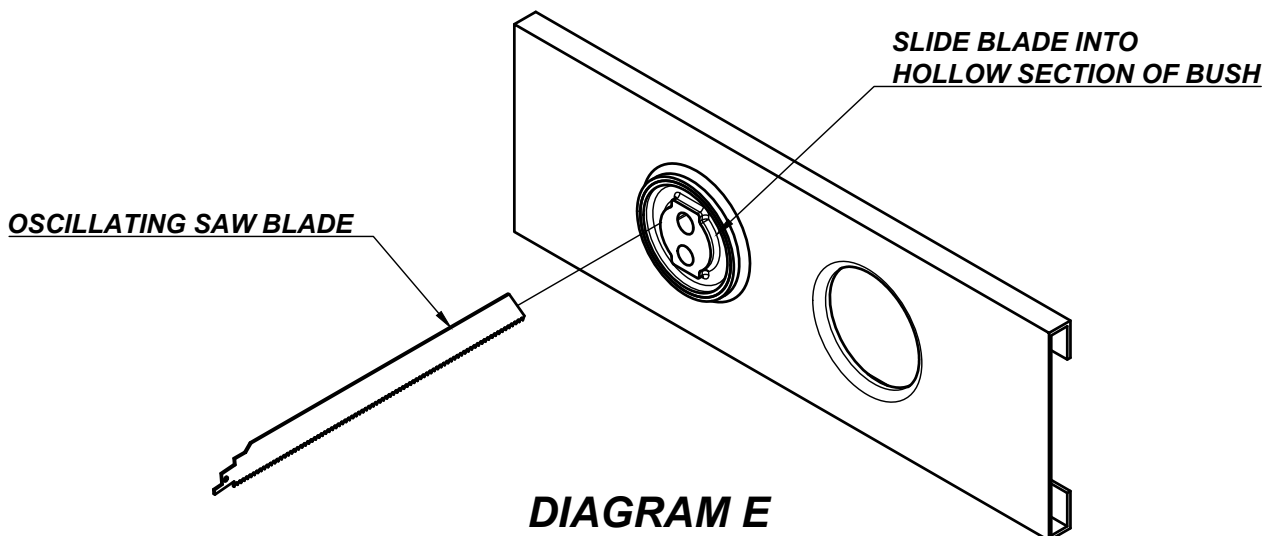
4. THE ONE BOLT OEM REAR DIFF BUSH CAN BE REMOVED SIMPLY BY USING A HAMMER OR Mallet TO PUSH IT OUT OF THE REAR OF THE SUBFRAME AS SHOWN IN DIAGRAM D.



**\*\*NOTE\*\* THE TWO BOLT BUSH IS OIL FILLED. BE PREPARED FOR OIL SPILLAGE BEFORE PROCEEDING.**

5. CUT INTO THE TWO BOLT BUSH, START IN ONE OF THE GAPS AND WORK TOWARDS THE OUTER RACE OF THE BUSH.

CAREFULLY MAKE A CUT IN THE OUTER BUSH RACE WHILE MAKING SURE NOT TO CUT INTO THE SUBFRAME.



6. USE A PUNCH AND HAMMER TO STRIKE THE OUTER RACE OF THE BUSH UNTIL IT BECOMES FREE OF THE SUBFRAME.

IF THE BUSH REMAINS STUCK ENSURE THAT THE CUT FROM STEP 5 HAS FULLY PENETRATED THE OUTER RACE.

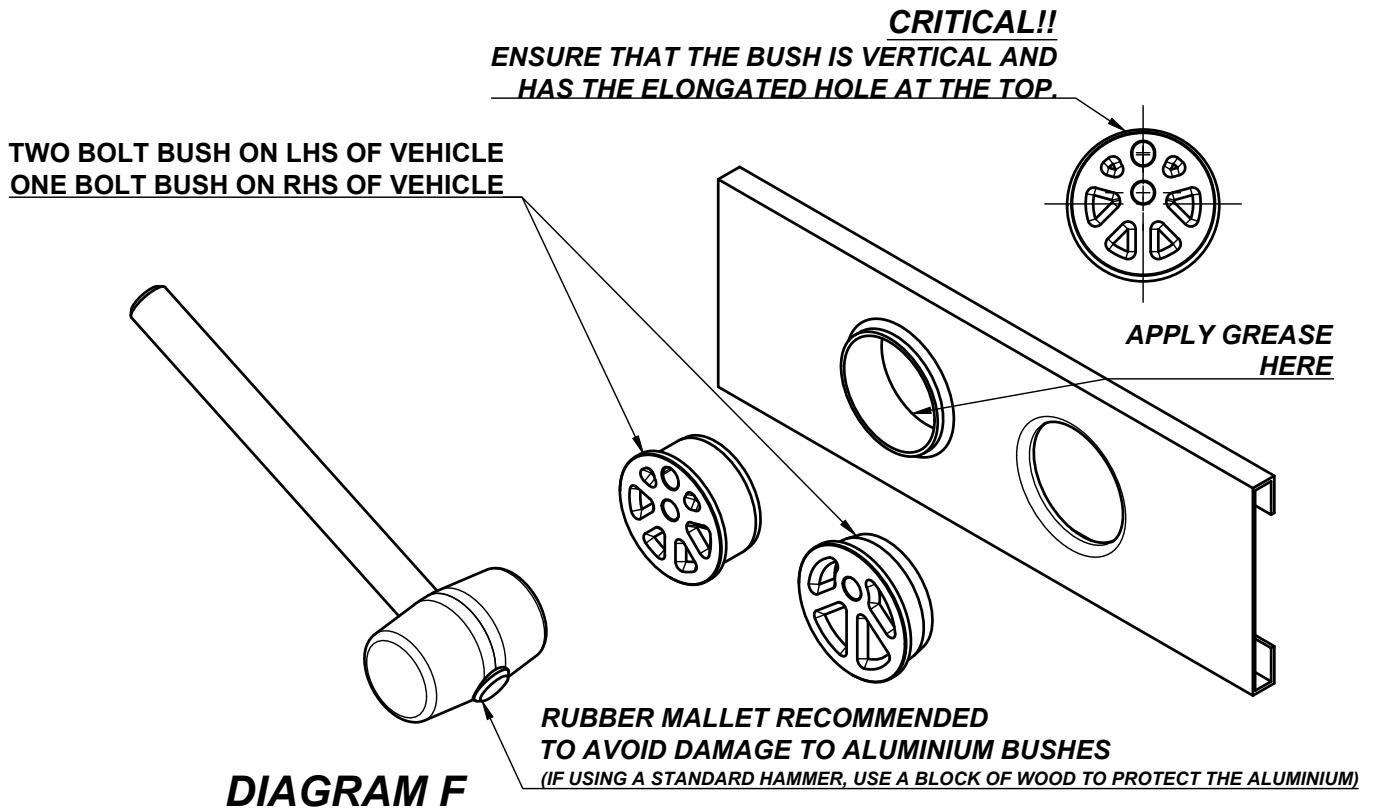
**PAGE 3**

# GT86-DIFR

- ONCE THE OEM BUSHES ARE FULLY REMOVED, CLEAN THE INNER FACES OF THE SUBFRAME. SAND AND SMOOTH ANY CUTS MADE WHEN USING THE OSCILLATING SAW.

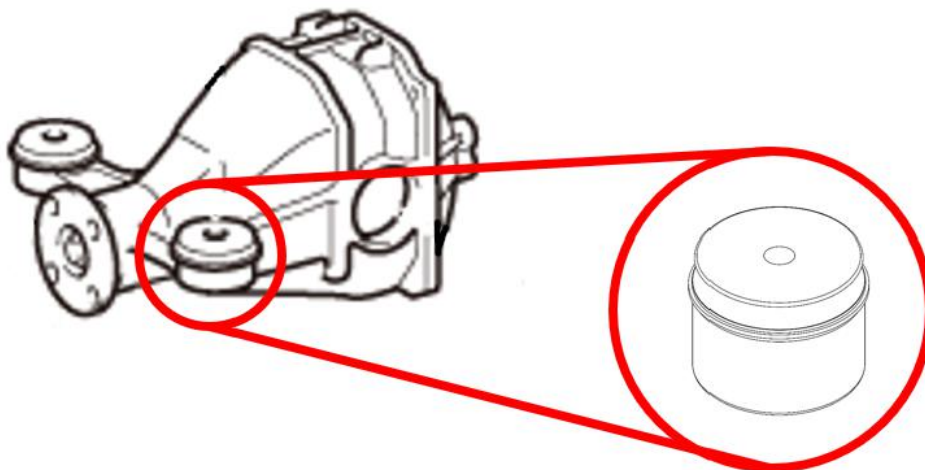
ADDING GREASE TO THE INSIDE OF THE SUBFRAME WILL MAKE INSTALL EASIER.

- ENSURE THAT THE REPLACEMENT REAR BUSHES ARE CORRECTLY ALIGNED AND USE A RUBBER MALLET TO KNOCK THEM IN TO PLACE.



- WITH THE DIFFERENTIAL REMOVED FROM THE VEHICLE. THE OEM FRONT DIFF BUSHES MUST BE REMOVED.

SEE THEIR LOCATION IN DIAGRAM G.



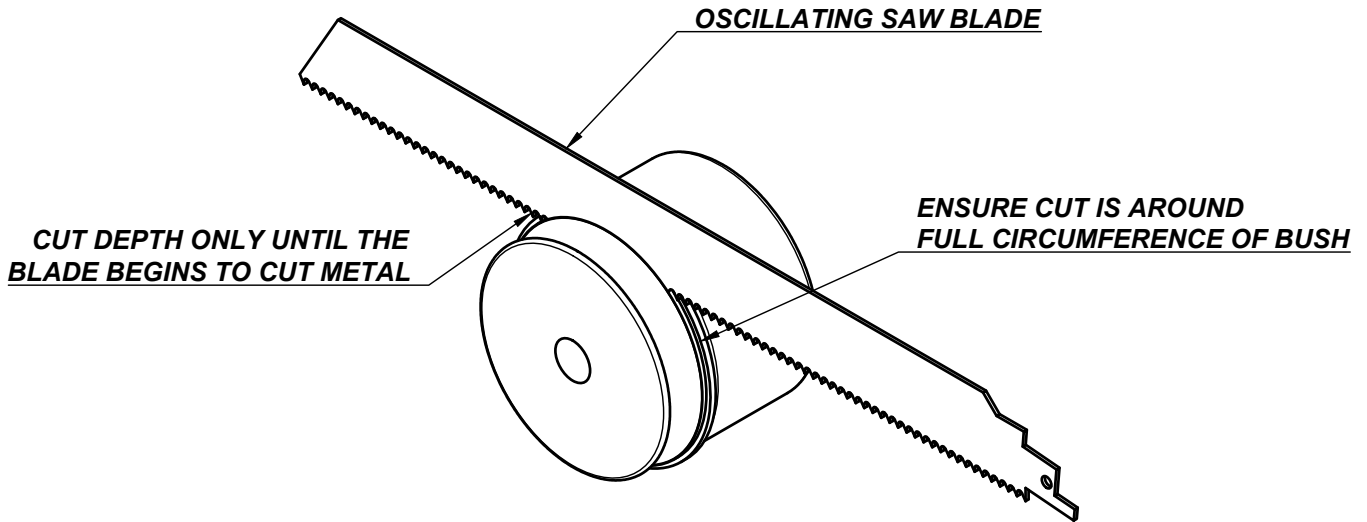
PAGE 4

DIAGRAM G

# GT86-DIFR

10. CUT RADIALLY THROUGH THE UPPER RUBBER SECTION OF THE OEM BUSH (DIAGRAM H).

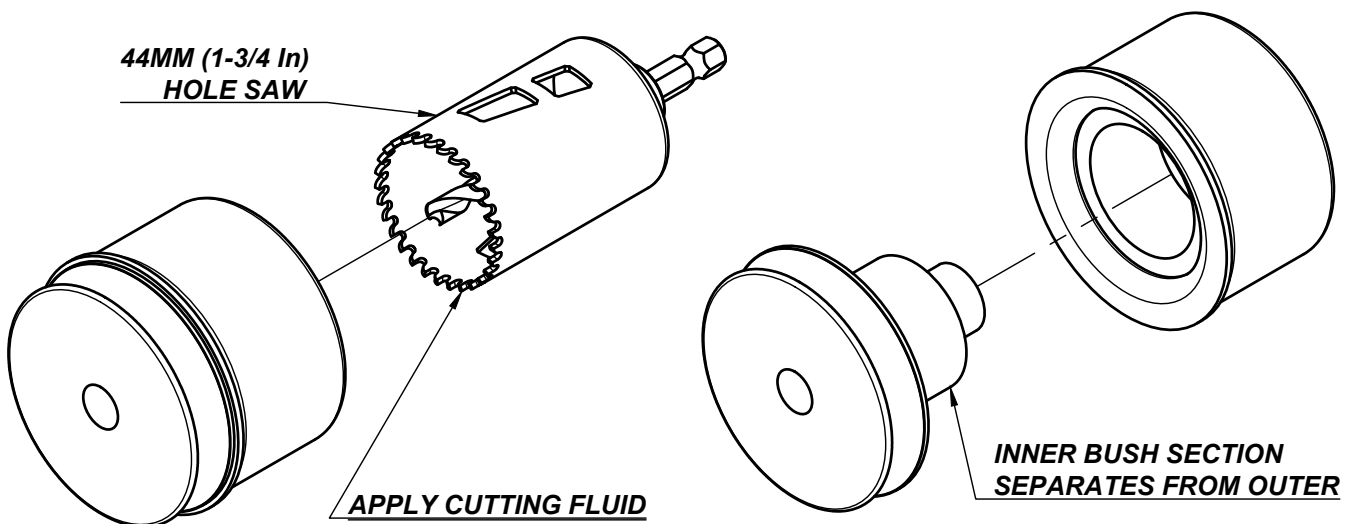
THE CUT SHOULD EXTEND AROUND THE FULL CIRCUMFERENCE OF THE BUSH.  
A FULL CUT DEPTH IS NOT REQUIRED, CUT ONLY UNTIL THE BLADE BEGINS TO CUT METAL.



**DIAGRAM H**

11. USE A 44MM (1-3/4 INCH) HOLE SAW TO CUT INTO THE OEM BUSH FROM THE LOWER SIDE.

MAKE SURE TO APPLY CUTTING FLUID BEFORE AND DURING THE CUT AS THIS WILL ENSURE THE HOLE SAW DOES NOT BIND OR STICK.

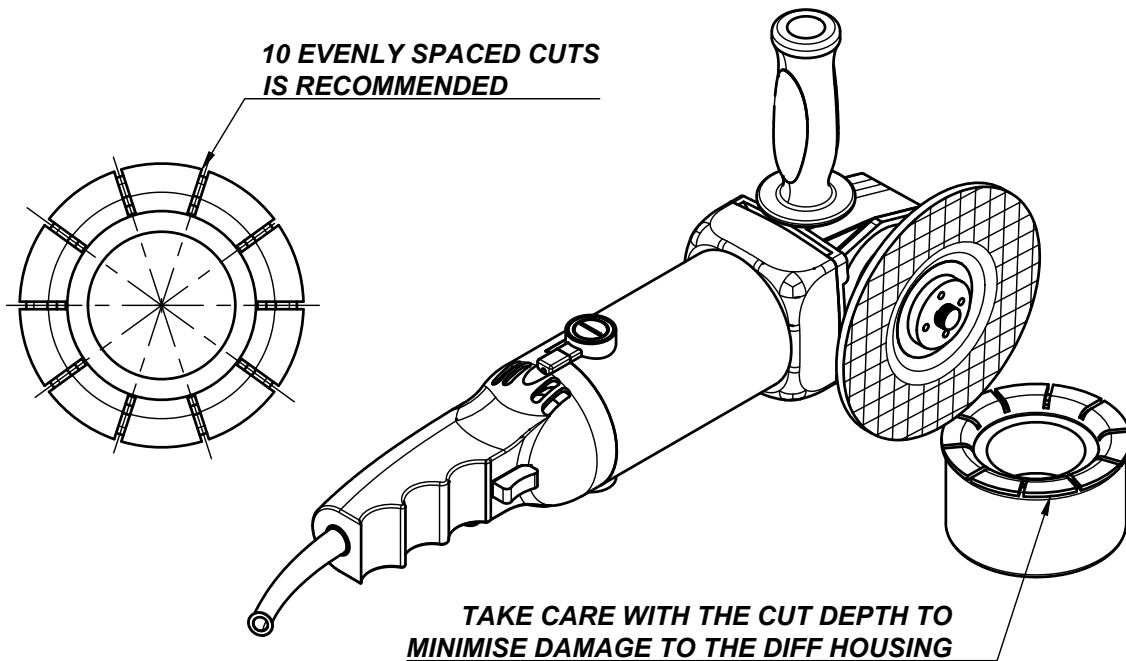


**DIAGRAM I**

ONCE THE HOLE SAW HAS FULLY PENETRATED THE OEM BUSH, THE INNER SECTION OF THE BUSH SHOULD ROTATE AND COME FREE TO BE DISCARDED AS SHOWN IN DIAGRAM I.

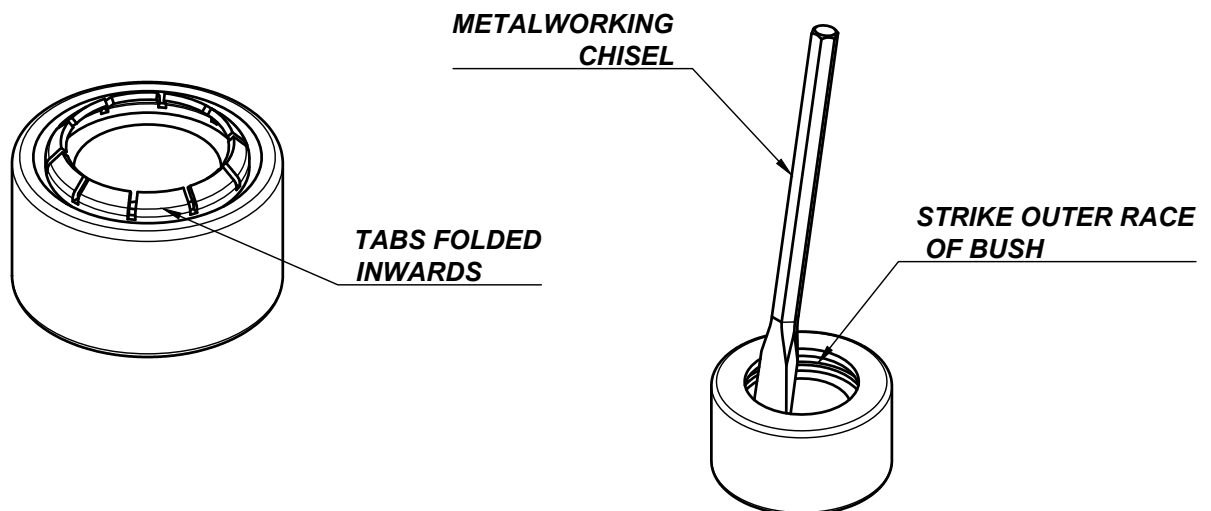
# GT86-DIFR

12. ON THE UPPER SECTION OF THE BUSH, MAKE MULTIPLE CUTS THROUGH THE TOP SECTION WHERE THE OUTER RACE FOLDS OUTWARDS



**DIAGRAM J**

13. USING A COMBINATION OF CHISELLING AND/OR MULTI-GRIP PLIERS, FOLD THE CUT TABS INWARDS SO THAT THE OUTER RACE NO LONGER PROTRUDES OUTWARDS.
14. FLIP OVER THE DIFFERENTIAL. USING A CHISEL OR PUNCH, STRIKE AT THE OUTER RACE OF THE BUSH UNTIL IT COMES FREE FROM THE DIFFERENTIAL HOUSING.

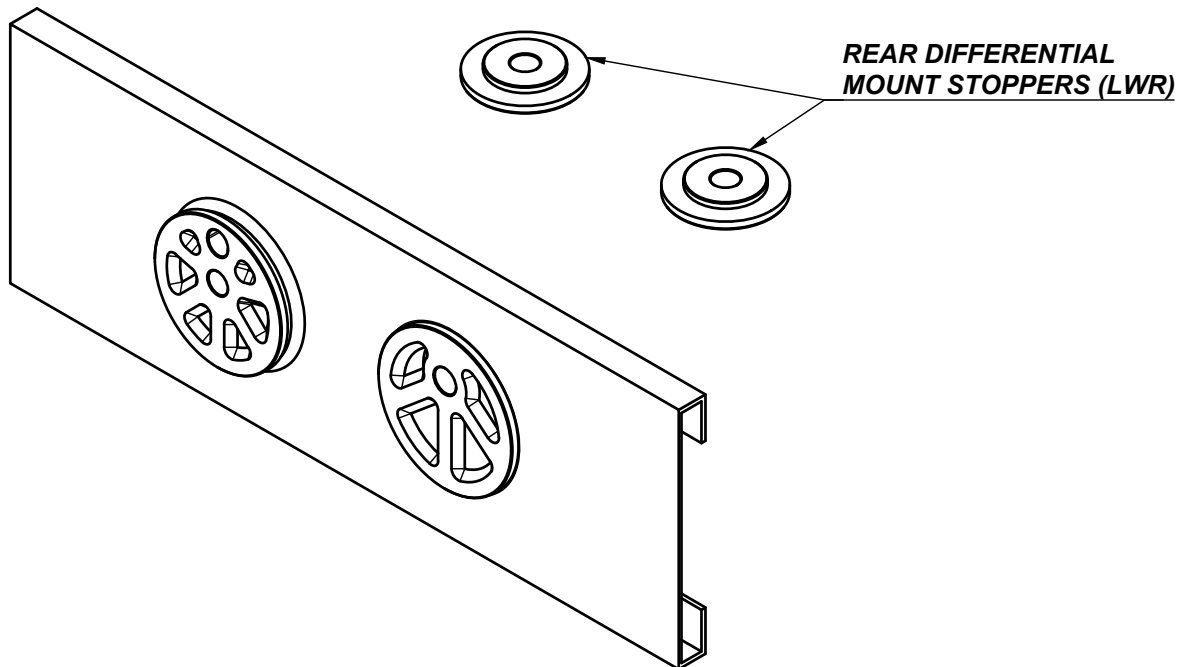


**DIAGRAM K**

# GT86-DIFR

15. *BEGIN RE-ASSEMBLY BY RAISING THE DIFFERENTIAL UP INTO THE SUBFRAME. WHEN RE-INSTALLING THE DIFF, USE THE REPLACEMENT REAR DIFFERENTIAL MOUNT STOPPERS (LWR).*

**\*\*NOTE\*\*** THE UPPER STOPPERS ARE DELETED AS PART OF THE DIFF RAISE.



**DIAGRAM L**

16. *RE-ASSEMBLY USING OEM TORQUE SPECS AS SHOWN IN DIAGRAM B.  
FIT WHEELS AND LOWER THE VEHICLE.*