
IRS Subassembly Removal

1. Remove the rear seat bottom cushion, disconnect the ABS cables, and push them through the floor along with their grommets.
2. Slightly loosen the lug nuts.
3. Support the car as high as safely possible with 4 jack stands. Adjust the stands so the front of the car is a couple inches lower than the rear. This F-R rake will help minimize transmission fluid loss when the driveshaft is removed.
4. Remove the catback. A little soap or spray lube on the hangers will ease removal.
5. Remove the Driveshaft. Unbolt it from the pinion flange, slip it completely out of the transmission, and set it out of the way.
6. Remove the wheels/tires.
7. Release the emergency brake.
8. Remove the emergency brake cables from the calipers. Pull off their C-clip retainers and slip them out of their brackets. DO NOT remove the caliper emergency brake springs.
9. Remove the brake calipers.
10. Position a jack under each spindle to support it and remove the lower shock bolts.
11. Mark the position of the camber adjustment eccentrics and remove the upper spindle/UCA bolts. Pull back on the top of the spindle and slip the brake hose out from under the UCA.
12. Remove the brake hose bracket from the UCA and replace the upper spindle bolt.
13. Support the IRS at the center of the main rear beam behind the pinion mount bracket (behind the diff case). Position some 4x4's or jack stands to support it a few inches below its normal position. Do not completely lower the rear of the subframe until after the front has been disconnected. Just lower it enough to remove the springs.
14. With the rear of the IRS supported, position a jack under the pinion brace and relieve the pressure on the front subframe bushings.
15. Remove the front IRS sub-frame bolts, and lower the front. If necessary, use a pry bar and/or mallet to break it loose. After the sub-frame is free, lower the front, and then raise the rear a bit, remove the 4x4's or jack

stands, and lower the sub-frame to the floor or roll it out from under the car while it's on the jack.

16. Reinstallation of the sub-frame is the reverse of the removal procedure. Be sure to first raise the rear of the subframe close to the chassis with 4x4's or jack stands. The front bushings will not go back into the chassis if the angle of the subframe is too great.

TORQUE SPECS

Subframe-to-body bolts 76 lb-ft

Subframe-to-rear bracket bolts 76 lb-ft

Subframe rear bracket-to-body bolts 59 lb-ft

Shock absorber-to-lower arm and bushing bolts 98 lb-ft

Shock absorber-to-body nuts 30 lb-ft

Upper arm and bushing-to-subframe nuts 66 lb-ft

Upper arm bushing-to-spindle nut 66 lb-ft

Lower arm and bushing-to-subframe bolts 184 lb-ft

Lower arm and bushing-to-spindle nut 85 lb-ft

Trailing link-to-subframe nut 35 lb-ft

Trailing link-to-knuckle nut 35 lb-ft

Stabilizer bar bracket bolt 41 lb-ft

Stabilizer bar end link nuts 35 lb-ft

Rear axle diff case rear insulator-to-axle housing bolts 76 lb-ft

Rear brake disc dust shield-to-spindle bolts 89 lb-in

Brake line-to-rear brake caliper bolt 30 lb-ft

Parking brake cable bracket-to-lower arm bushing bolt 11 lb-ft

ABS sensor bolt 17 lb-ft

Axle shaft-to-hub retainer 240 lb-ft

Driveshaft to pinion flange 83 lb-ft

Wheel nuts 95 lb-ft