



## IAG Performance Transfer Gears Installation

Part# IAG-DRV-1000, IAG-DRV-1010

**Tools Required:** 12mm Wrench, 3/8" Torque Wrench, 14mm Wrench, 3/8" ratchet, 12mm Socket, 14mm Socket, 17mm Socket, 3/8" x 8" extension, Roll Pin Punches, Press, Bearing Puller, Snap Ring Pliers, Needle Nose Pliers, U-Joint Press, Hammer

Thank you for choosing IAG Performance. Please follow the instructions below for an easy installation.



1. Start by draining the transmission fluid.



2. Next remove the (4) 12mm nuts and bolts holding the driveshaft to the rear diff using a 12mm wrench. Then remove the driveshaft from the vehicle.





3. Next remove the down pipe from the vehicle. Then remove the transmission cross member.

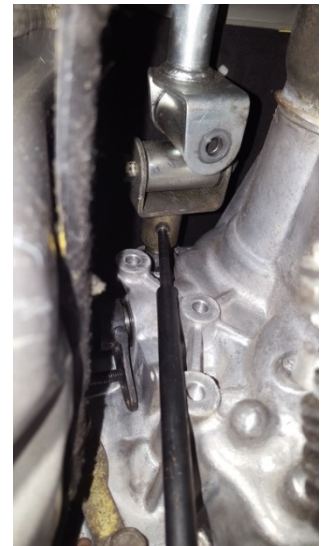
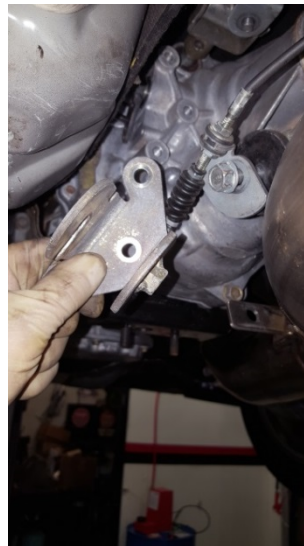
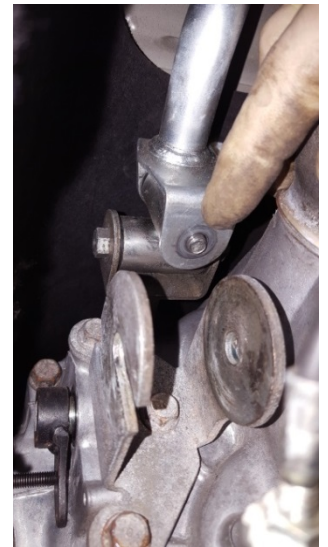
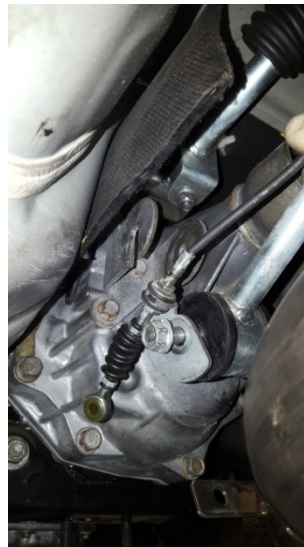




4. Remove the down pipe mounting bracket from the transmission.

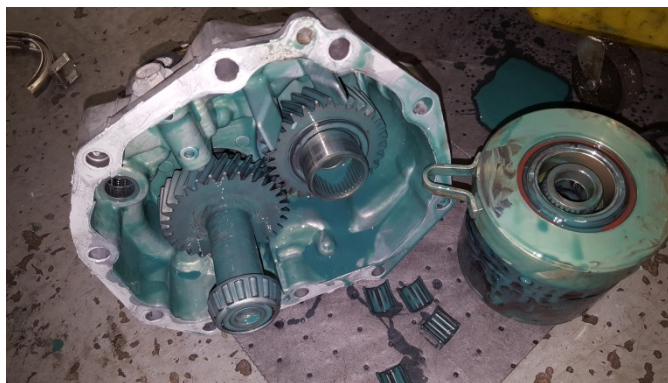
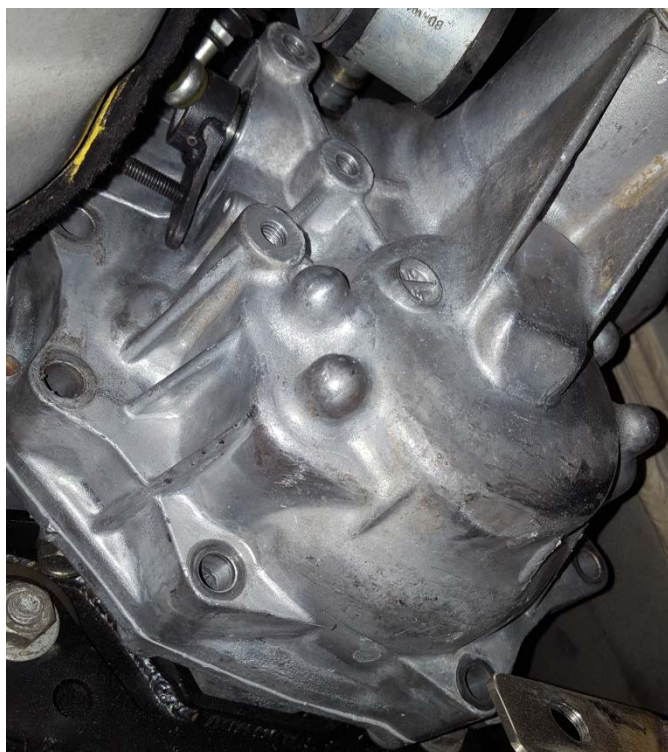


5. Remove the shift linkage, shift rod support and mount from transmission. Then remove the shifter knuckle from the transmission using a roll pin punch. Mark the top of knuckle to insure proper re-installation.





6. Remove rear transmission housing bolts. \*Bolts are different lengths so mark where they go then remove housing, gears and diff. Make sure to unplug the electrical connector on diff before removing! There are 4 clam shell bearing that will come out with the diff.





7. Remove the bearings from the output shaft using a press or bearing puller.





8. Press the bearings onto the new output shaft. You can use the old bearing races to support the bearings when pressing them onto shaft. Spin the bearing while pressing it onto shaft making sure the bearing doesn't bind or get damaged during install.





9. Remove the drive gear from the housing.



10. Install the output shaft into the housing being sure to lubricate the bearings with gear oil. Then install it onto transmission with 4 bolts (2 top and 2 bottom) and torque bolts to 48nm (35.4ft lbs). Make sure the shaft is not loose and spins smoothly, if it is loose or too tight it will require shimming.





11. Remove the snap ring on the drive gear and press off the bearing. Next press the bearing onto the new drive gear and re-install the snap ring. There are shims on the drive gear, these will be re-used so do not lose them!

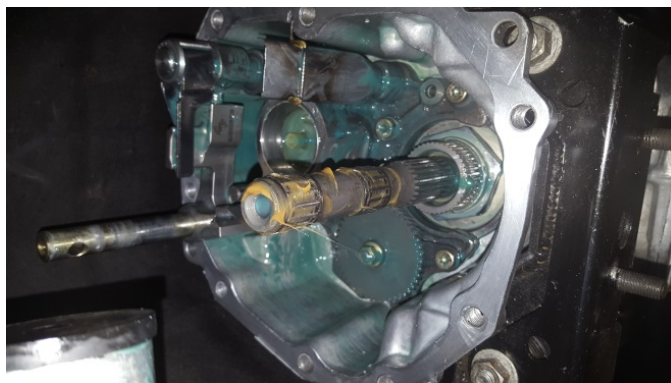




12. Install the drive gear into the housing and torque it to 25nm (18.1ft lbs).



13. Clean the sealer off of the transmission and housing then clean both using brake cleaner. Next, using wheel bearing grease install the clam shell bearings onto the pinion shaft and re-install the diff making sure to plug in the electrical connector. Apply sealer to the housing then install it onto the transmission. Make sure to put bolts back in proper locations or damage could be done to transmission! Torque the housing bolts to 48nm (35.4ft lbs). Then re-install shifter linkage and transmission cross member.





14. Remove the original yoke from the drive shaft and install the new supplied yoke onto drive shaft. If done properly you can re-use your existing U-Joint. The preferred method is using a clamp style u-joint press. After the new yoke is installed make sure it freely moves in all directions. If it is tight you can tap on the yoke to free up the U-Joint.







15. Re-install the drive shaft, refill the transmission fluid, and re-install down pipe bracket and down pipe.

