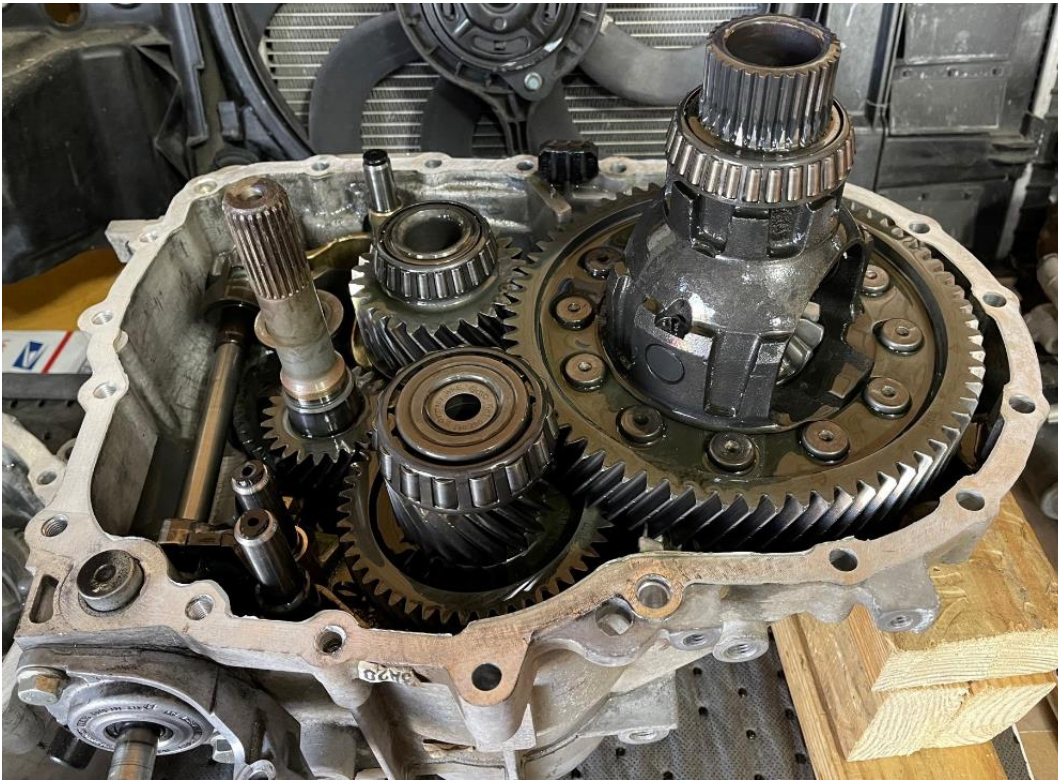


WAVETRAC INSTALL

CLUTCH SIDE CASE REMOVED

1. THIS DOES NOT REQUIRE THE GEAR SELECTOR TO BE REMOVED
2. OR HEATING UP THE CASING TO FREE UP THE INPUT SHAFT BEARING TO REMOVE THE TRANS (GEAR SIDE) CASE



- 3.
4. CLUTCH SIDE CASE



- 5.

6. THIS IS WHAT YOU ARE REPLACING – STOCK OPEN DIFF



- 7.
- 8. IT'S SUPER EASY TO REMOVE THE DIFF FROM THIS SIDE
- 9. NO NEED TO REMOVE THE GEARS & GEAR SELECTOR FORKS



- 10.
- 11. I HAD THE RIVETS MACHINED OFF USING AN END MILL THANKS TO A REFERRAL FROM BAUN PERFORMANCE
- 12. YOU CAN DRILL THE RIVETS OUT BUT YOU WILL NEED A GOOD DRILL PRESS
- 13. I HAVE ALSO SEEN FOLKS USE AN AIR CHISEL TO KNOCK THE RIVETS OFF

14. HERE IS THE RING GEAR – ALL CLEANED UP AND READY TO BE BOLTED TO THE WAVETRAC



15.
16. THE WAVETRAC IN THE CASE – SEE THE INTERFERENCE



17.

18. USED A DIE GRINDER TO CREATE SUFFICIENT CLEARANCE FOR THE NEW LSD



19.
20. BEFORE



AFTER



21.

22. THE CLUTCH HOUSING BEARING (RIGHT SIDE) IS EASY TO REMOVE – P/N#02M-517-185-A



23.

24. THE BEARING CUP REMOVED FROM THE CLUTCH HOUSING



25.

26. THE WASHER LIP POINTS TOWARDS THE DRIVE FLANGE SEAL

27. THIS PROVIDED PURCHASE FOR MY INTERNAL BEARING PULLER

28. YOU CAN ALSO USE THE WASHER TO DRIVE OUT THE CUP WITH A PIN PUNCH

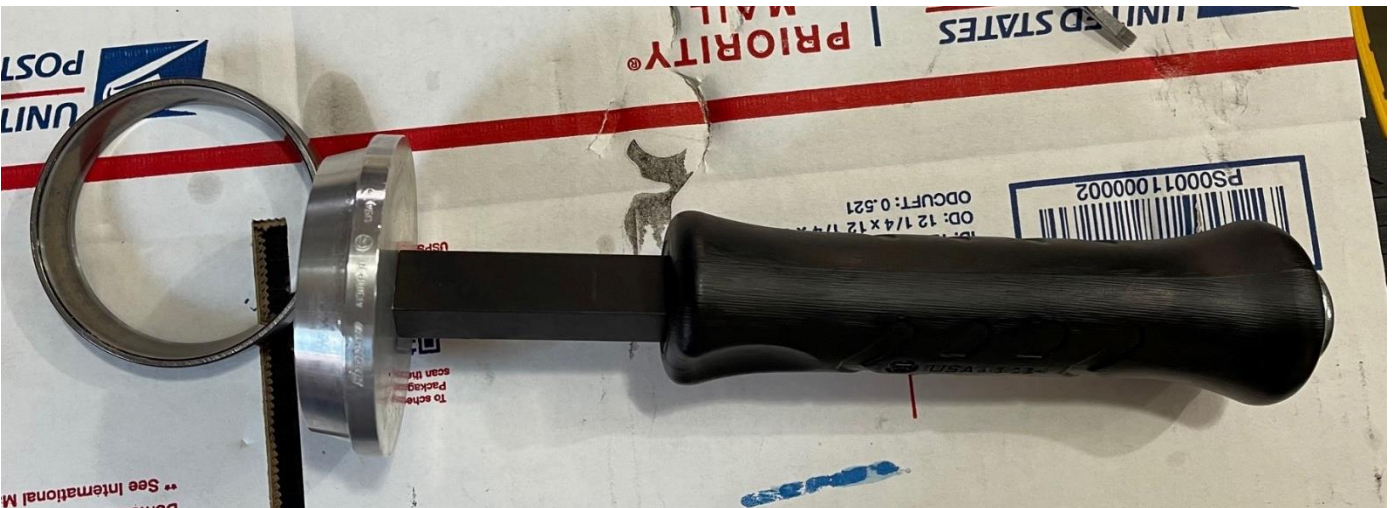
29. REPLACE THE WASHER – P/N# 02Q-409-208, IT'S \$5 AND WILL BE BENT FROM THE REMOVAL PROCESS

30. REPLACE THE DRIVE FLANGE SEAL – P/N#02Q-409-189-A

31. NEW WASHER INSTALLED – THE WRITING GOES TO THE SEAL SIDE



32.
33. PURCHASED A SET OF SNAPON CUP/SEAL DRIVERS. YOU CAN GET CHEAPER OPTIONS ON AMAZON, BUT I COULDN'T FIND ANYTHING THAT HAD A DECENT DRIFT TO HAMMER ON
34. I PUT THE BEARING CUP IN THE FREEZER & USED A 2lb RAW-HIDE Mallet TO DRIVE THE CUP IN
35. IT WENT IN EASY AND STRAIGHT



36. See International M...



37.

38. TRANS CASE SIDE BEARING (LEFT SIDE) REMOVAL IS DIFFICULT, AS THERE IS LITTLE PURCHASE TO GET BEHIND THE BEARING CUP



39.

40. I USED A KUKKO 22/2 COUNTERSTAY & KUKKO 21-7-E INTERNAL BEARING PULLER



41.

42. EVEN WITH THE RIGHT TOOLS, I HAD A HARD TIME GETTING THE COLLET TO BITE AS THERE WAS VERY LITTLE LIP OVERHANG ON THE OUTER BEARING RACE

43. WARMING UP THE CASE WITH A HEAT GUN WAS KEY IN GETTING THE CUP OUT

44. THIS IS ALSO THE SIDE THAT THE SHIM IS LOCATED (UNDER THE BEARING CUP)

45. THIS NEEDS TO BE REMOVED TO CHECK ENDPLAY FOR THE DIFF

- 46. WELDING A STRIP OF FLAT BAR TO THE CUP WILL ALLOW YOU TO DRIVE IT OUT
- 47. MAKE A CARDBOARD COVER TO PLUG THE HOLE FOR EASIER CLEAN-UP
- 48. TO MAKE FUTURE REMOVAL EASIER, I USED A DREMEL TO CUT 3 NOTCHES FROM THE OUTSIDE TO ALLOW THE USE OF A PIN PUNCH TO DRIVE THE CUP OUT



- 49.
- 50. TAKE YOUR TIME & BE VERY CAREFUL
- 51. VIEW FROM THE INSIDE



- 52.
- 53. HAD TROUBLE DRIVING THE NEW BEARING CUP IN ON THE TRANS SIDE GEAR CASE
- 54. USED DRY ICE TO SHRINK THE CUP FURTHER & USED A HEAT GUN ON THE CASE TO EXPAND THE ALUMINUM
- 55. USING HEAT ON THE CASING HELPS WITH THE INSTALL AND REMOVAL OF THE BEARING CUP
- 56. DRY ICE WORKED WAY BETTER THAN PUTTING THE BEARING CUPS IN THE FREEZER

57. HERE IS WHAT IT LOOKS LIKE WITH THE BEARING INSTALLED



- 58.
- 59. LEFT DRIVE FLANGE SEAL P/N#02M-301-189-G
- 60. LEFT BEARING P/N# 002-517-185-M
- 61. SET UP A DIAL INDICATOR TO MEASURE THE ENDF-FLOAT WITHOUT THE SHIM INSTALLED
- 62. TAKE A FEW READINGS
- 63. ADD .25mm TO YOUR DIAL INDICATOR READING TO GET THE RIGHT SHIM THICKNESS
- 64. SHIM KIT P/N#02B-498-210



- 65.
- 66. SPLIT THE CASING REMOVE THE CUP, INSTALL THE SHIM, RE-INSTALL THE CUP & YOU ARE READY TO ASSEMBLE THE TRANSMISSION (I USED PERMATEX 81182 DIFF RTV SEALANT)
- 67. REPLACE THE ALUMINUM TRANSMISSION CASE BOLTS – THEY ONE TIME USE
- 68. QTY 20 P/N#WHT005631B

69. CLUTCH & RMS INSTALL



70.
71. FCP EURO CLUTCH INSTALL VIDEO: <https://www.youtube.com/watch?v=dxZoBldb5Po>
72. USE THE OEM RMS SEAL INSTALL TOOL: P/N# T20097
73. IT MAKES THE SEAL INSTALL SUPER EASY
74. LUBE THE SEAL & TOOL WITH ENGINE OIL



75.

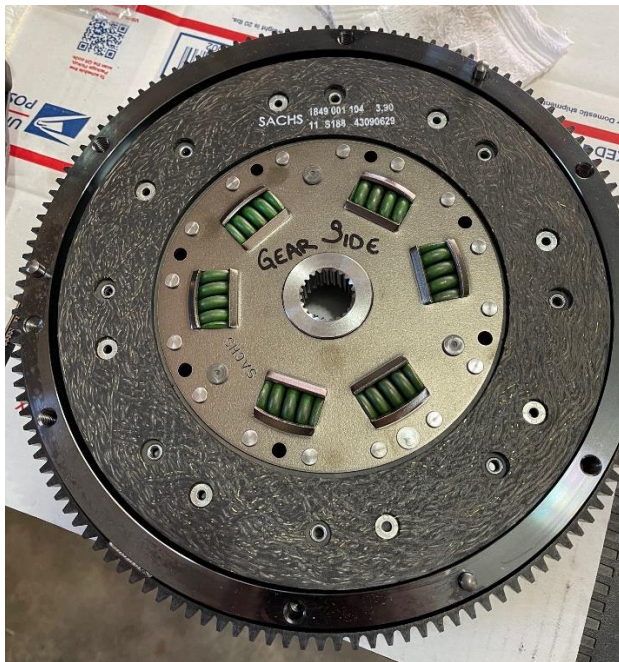
76. FLYWHEEL HOLD TOOL P/N# 3067 & CLUTCH INSTALL TOOL P/N# T10097



77.

78. FLAT SECTION OF THE CLUTCH PLATE TOWARDS THE TRANSMISSION

79. RAISED SECTION GOES TOWARDS THE ENGINE/FLYWHEEL



80.

81.

GEAR SIDE



ENGINE SIDE

82. DO NOT FORGET TO INSTALL THE BLACK STEEL SPACER PLATE BEFORE BOLTING UP THE FLYWHEEL

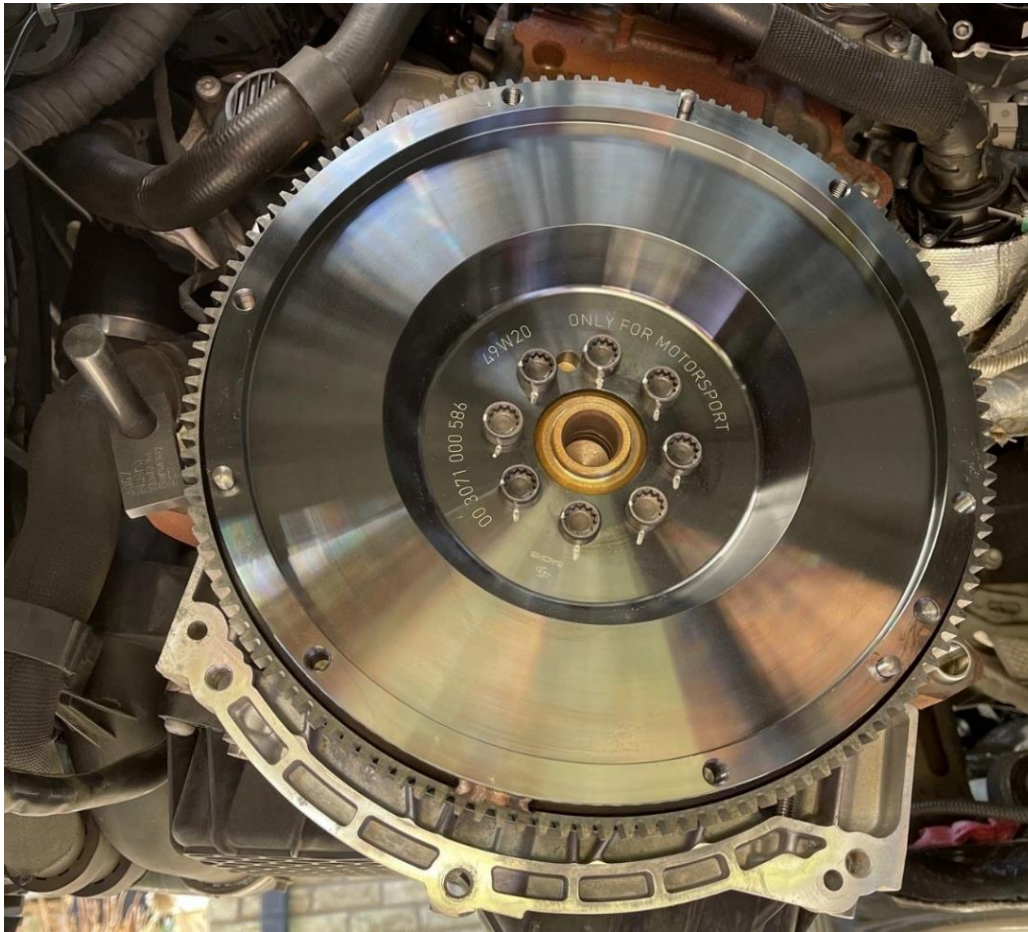


83.

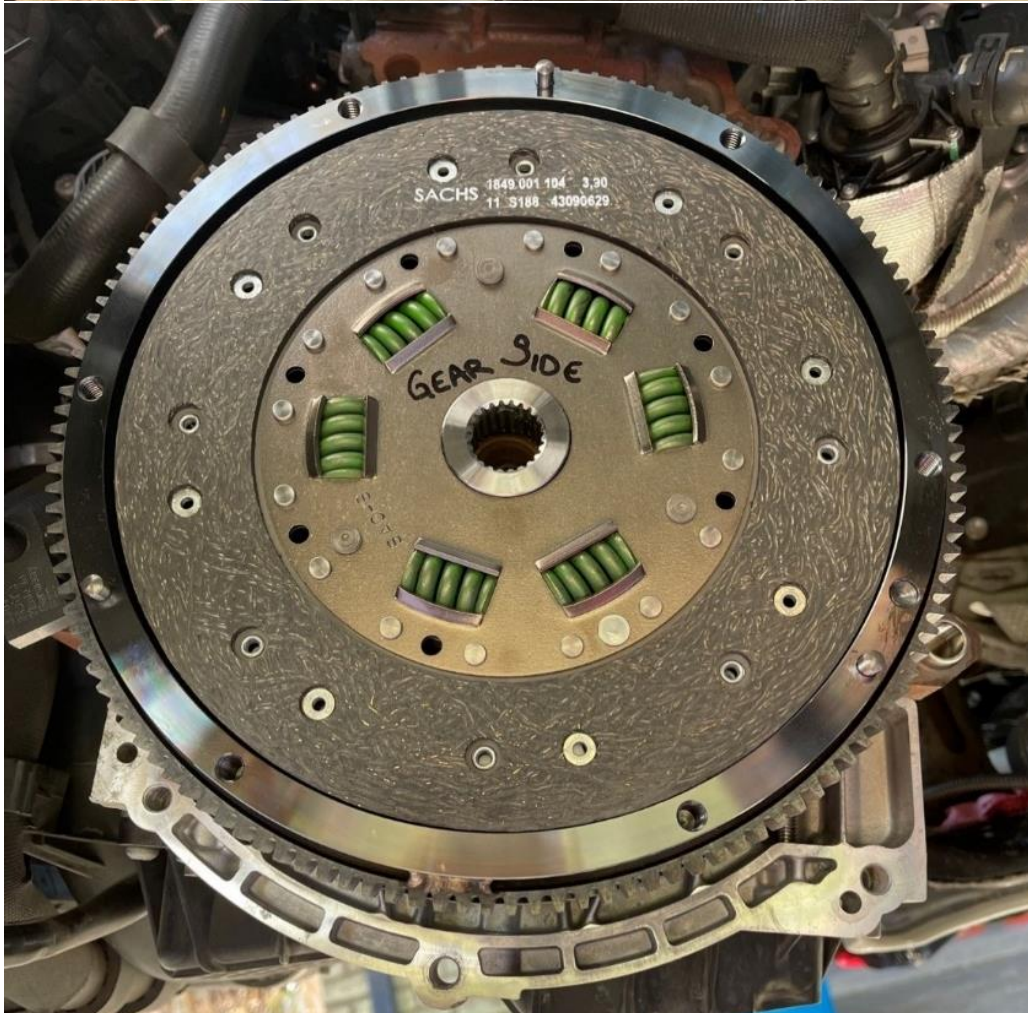
84. I FORGOT & DIDN'T REALIZE UNTIL I WAS READY TO MOUNT THE TRANSMISSION

85. I CUT THE PLATE AT THE TOP & WAS ABLE TO INSTALL IT WITH THE FLYWHEEL IN PLACE

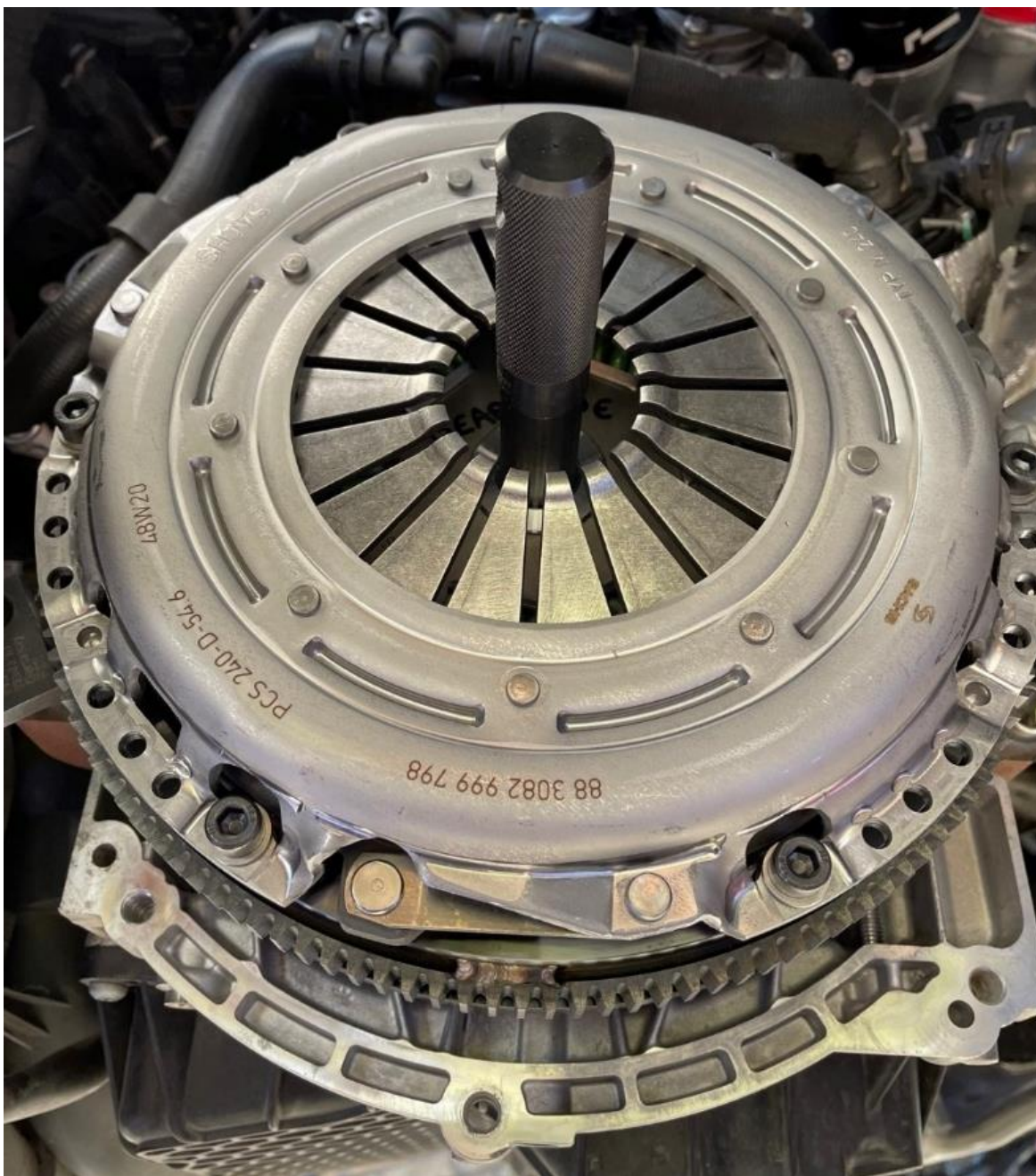
86. TORQUE THE FLYWHEEL BOLTS TO 60Nm + 90°



87.



88.



- 89.
90. TIGHTEN THE CLUTCH COVER BOLTS IN SMALL INCREMENTS
91. BOLTS ARE TORQUED TO 20Nm
92. DID THIS ON MY DRIVE WITH AXLE STANDS
93. HAD A FRIEND HELP WITH THE TRANSMISSION REMOVAL & INSTALL
94. FRONT SUBFRAME WAS LEFT IN PLACE
95. ENGINE WAS LOWERED AN INCH OR TWO
96. ONCE OFF THE DOWELS YOU NEED TO ROTATE THE TRANSMISSION 90-DEGREES ANTI-CLOCKWISE TO CLEAR THE SUBFRAME – THIS IS IMPORTANT
97. THE STARTER HOLE IS A GOOD GRAB POINT & ONCE SEPARATED THE BELLHOUSING IS ANOTHER
98. INSTALL IS THE REVERSE – THE DIFF/DRIVE SHAFT PORTION NEEDS TO BE VERTICAL TO CLEAR THE SUBFRAME
99. ONCE THE SUBFRAME IS CLEARED ROTATE 90-DEGREES CLOCKWISE
100. LOCATE ON THE CLUTCH SPLINE & THEN SEAT ON THE BLOCK DOWELS
101. I BENCHED IT UP FROM BELOW WHILE MY BUDDY ASSISTED FROM ABOVE
102. GOOD LUCK!