

## DMB110 INSTALLATION INSTRUCTIONS – DIFFERENTIAL BUSHING LOCK OUTS

### TOOLS REQUIRED:

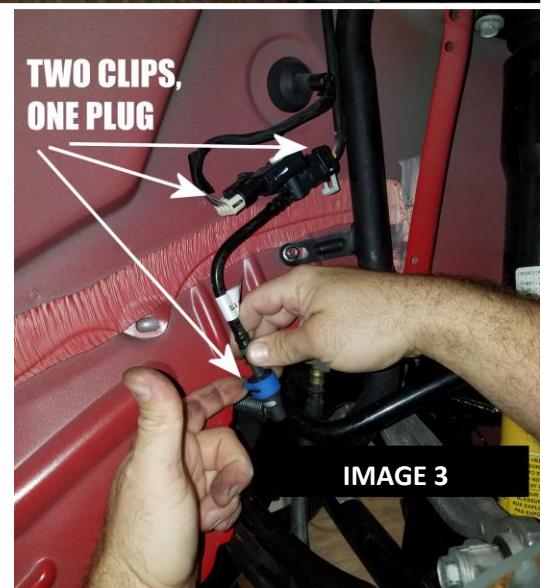
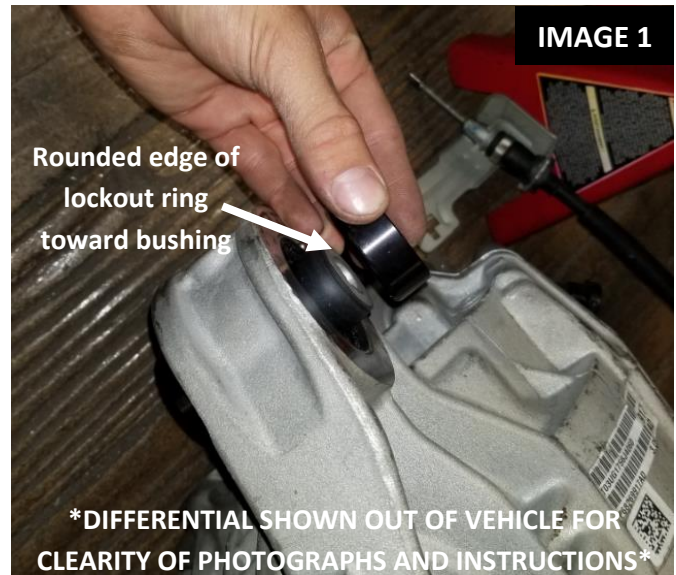
- Hydraulic jack and jack stands
- Wrenches and sockets – 10mm, 16mm, 18mm, 21mm
- Torx T50 socket
- (Recommended) 2 x Factory Hex Flange Head Bolt and Washer - Mopar Part # 6511173AA

**NOTE:** Before proceeding, take note of the following recommendations. Unfortunately, the entire rear cradle must be lowered to install this part to access the driver's side rear differential bolt. This install is very involved and not recommended for the novice home mechanic. We recommend that you read the installation procedure before proceeding to make sure it is within your capabilities.

**NOTE:** We removed the springs before documenting this installation to allow better visibility for illustrating each step of the install.

### INSTALLATION:

1. Lift the rear of the vehicle and safely support with jack stands under the rear jack points on the rockers. Make sure vehicle is high enough to lower the cradle approximately 6 inches.
2. Remove wheel/tires to provide access to the work areas.
3. The first thing to remove is the entire exhaust, from the manifold's rearward. With the various exhausts offered from the factory, in addition to aftermarket options, we will not go into details of the removal process.
4. With the exhaust removed and set aside, unbolt the drive shaft from the differential using a Torx T50 socket and remove the eight (8) bolts from the driveshaft.
5. Remove the two front differential bolts using a 15mm socket.
6. Pry the differential down until you can get one of the machined lock-out rings over the top of the bushings. Install one on each side. Ensure that the rounded inner edge of the lock out ring is toward the side that will sit in the factory bushing. These lockouts **will** retain the factory bushing washers. **IMAGE 1** shows the differential outside of the vehicle but these can be installed with the differential in the car. If you cannot pry down the rear end far enough, you can loosen the two (2) rear cradle bushing bolts.



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7. Install the lower two (2) lock out rings in the bottom of the bushings and re-install the factory bolt with the factory bushing washers as shown in **IMAGE 2**. Torque the front bolts to 45 ft-lbs.

**(NOTE: Factory repair manuals recommend that you replace the front bushing bolts as they are torque to yield, Hex Flange Head Bolt and Washer - Mopar Part # 6511173AA)**

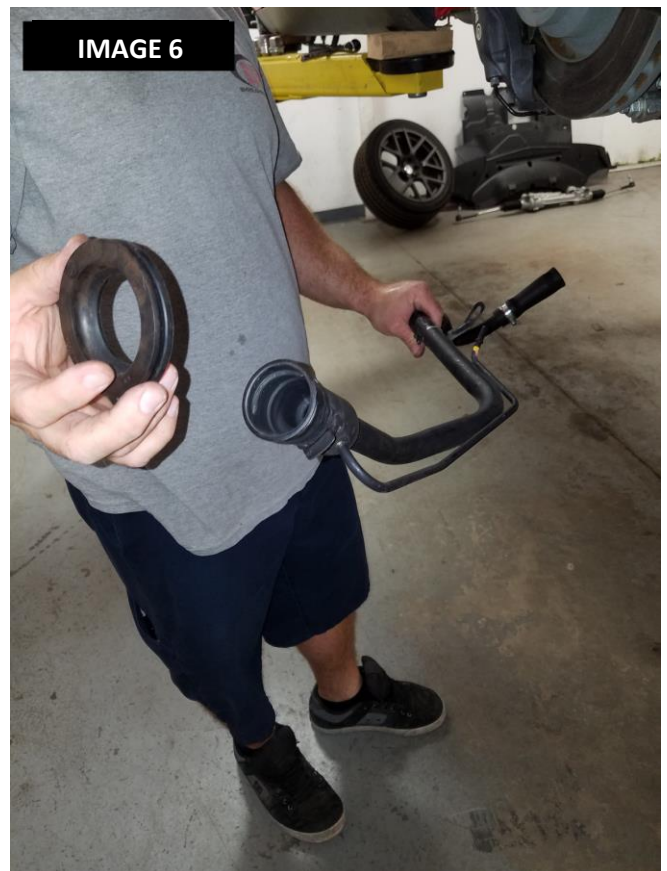
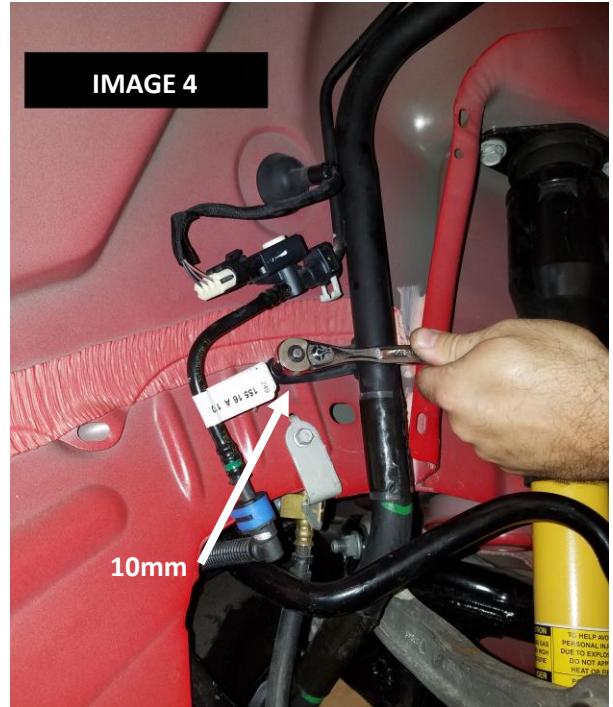
8. Next, we will prepare to lower the rear cradle. Proceed to the driver side rear wheel well. Remove the seven (7) plastic clips and two 10mm nuts retaining the inner plastic wheel well. Towards the rear there are a few rivets that do not come out. Simply leave these attached and fold the wheel well out of the way to allow access to the gas filler tube.

9. Next disconnect the small fuel tube shown in **IMAGE 3**.

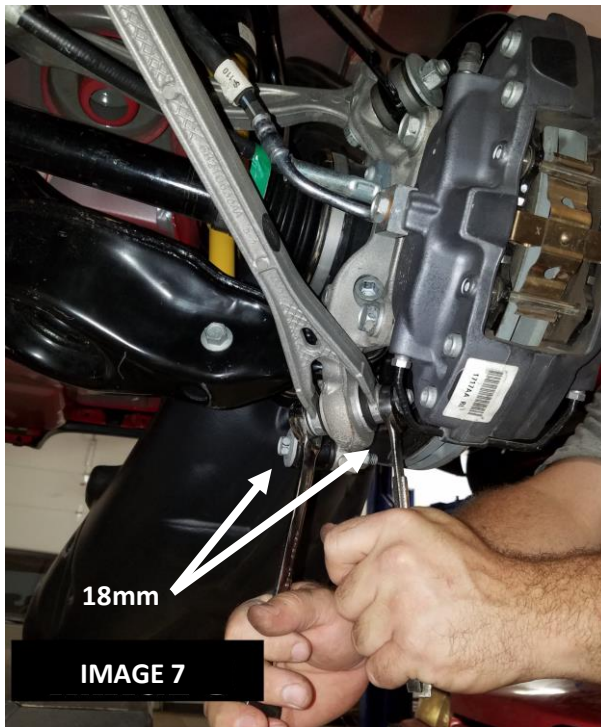
Release the two (2) clips and unplug the sensor then set the fuel tube/sensor aside.

10. Using a 10mm socket, remove the nut holding the fuel fill tube to the inner wheel well. (**IMAGE 4**)

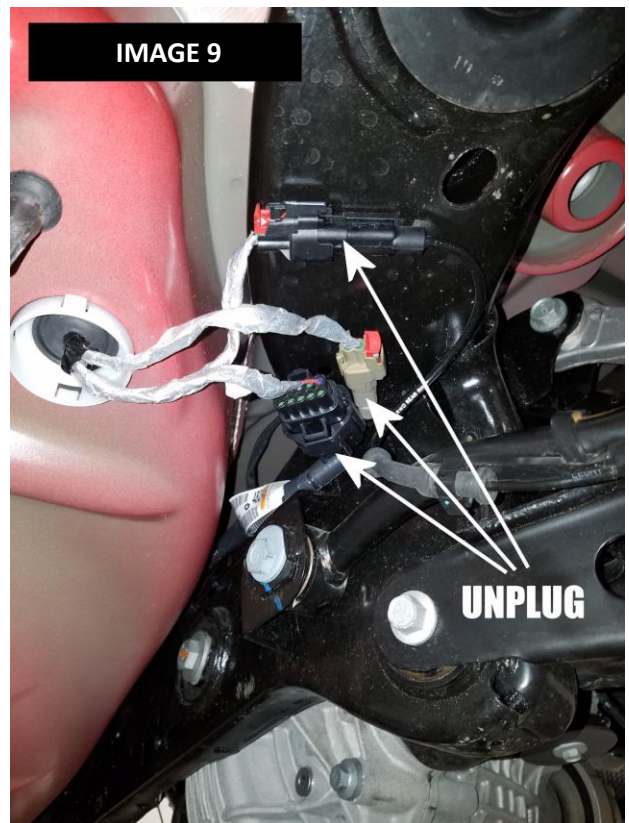
11. Place a bucket under the fuel tank then remove the hose clamp on the rear of the tank as shown in **IMAGE 5**. **NOTE:** the tank has a check valve to hold the fuel in the tank but you will still drip whatever fuel is in the hose itself.



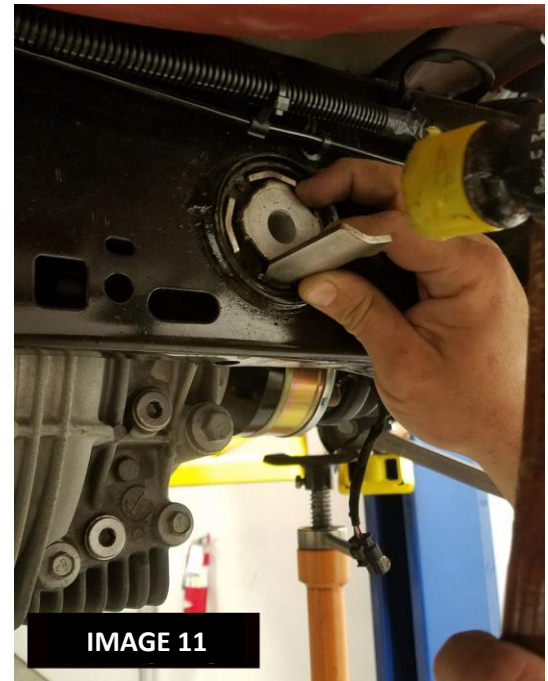
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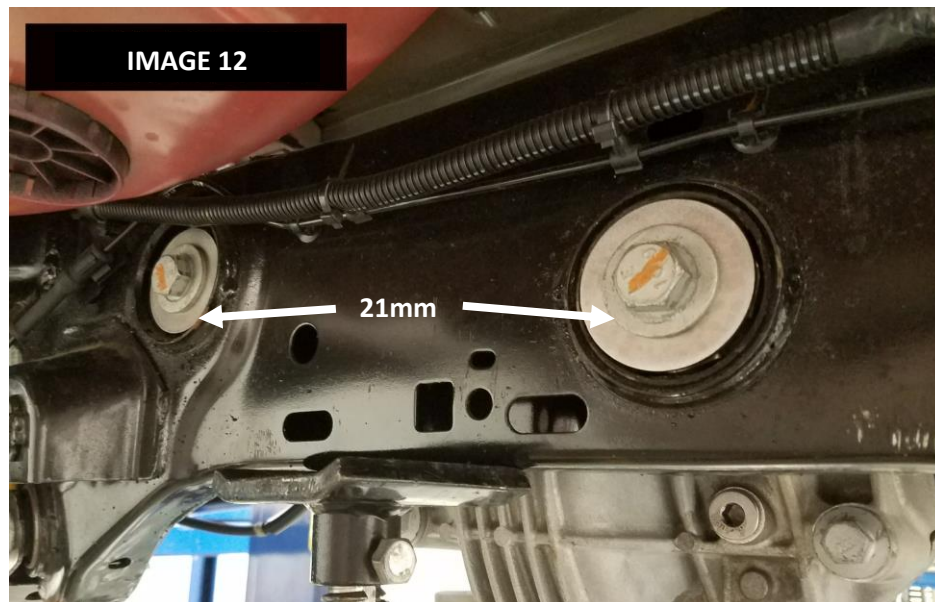
12. Once the lower hose clamp is removed, the entire fill tube can be removed. Pull the tube out the bottom, through the lower control arm and trailing arm. **NOTE:** the upper part of the tube is only connected with a rubber grommet and pulls loose easily. (**IMAGE 6**)
13. Next the calipers must be removed in order to lower the cradle. To eliminate the need to disconnect a brake hose, remove the outer trailing arm bolt using two (2) 18mm wrenches as shown in **IMAGE 7**. This will allow sufficient room for the caliper to clear as the cradle is lowered.
14. Using an 18mm socket, remove the two caliper bolts then hang the caliper with a piece of wire or a zip tie.
15. The next step is to disconnect the emergency brake cables. This is difficult due to its location above the cradle. Follow the cable upward to where they connect together above the cradle. Using a small screwdriver or pick, release the spring steel retainers (**IMAGE 8**) to separate the cables.
16. Remove the two small cable clamps using a 10mm wrench.
17. Locate the group of wiring harnesses on the passenger side and unplug the three harnesses shown in **IMAGE 9**.
18. Using a 16mm socket, remove the upper shock bolts. (**IMAGE 10**)
19. Place a jack under the rear cradle then loosen the four (4) cradle bolts using an 18mm socket.



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20. Slowly lower the cradle until both rear differential bolts are low enough to allow the bolts to come out.
21. Using a *21mm* socket, remove each differential bolts, one at a time. Insert four (4) formed wedge plates into the voids within each bushing as shown in **IMAGE 11**. Slide the provided stainless washers over the factory bolt and re-install the bolts with **BLUE LOCTITE**, and torque the rear bolts to *85 ft-lbs*
22. Re-install all of the cradle, suspension and drivetrain components using steps 3-15 in reverse.
23. Re-install wheels/tires and lower vehicle.





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## Rear Suspension • Specifications

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### SPECIFICATIONS

DESCRIPTION	N-m	Ft. Lbs.	In. Lbs.
Brake Caliper Adapter Knuckle Bolts	115	85	—
Camber Link Crossmember Bolt	85	63	—
Camber Link Knuckle Bolt	98	72	—
Compression Link Crossmember Bolt	85	63	—
Compression Link Knuckle Bolt	81	60	—
Crossmember Mounting Bolts	180	133	—
Hub And Bearing Mounting Bolts	68	50	—
Hub Nut	213	157	—
Parking Brake Cable Knuckle Screw	8	—	71
Shock Absorber Mounting Bolts - Upper	52	38	—
Shock Absorber Mounting Bolt Nut - Lower	72	53	—
Spring Link Crossmember Bolt	108	80	—
Spring Link Knuckle Nut	142	105	—
Stabilizer Bar Isolator Retainer Bolts	61	45	—
Stabilizer Link Nuts	61	45	—
Tension Link Crossmember Bolt	85	63	—
Tension Link Knuckle Bolt	98	72	—
Toe Link Crossmember Nut	108	80	—
Toe Link Knuckle Bolt	95	70	—

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