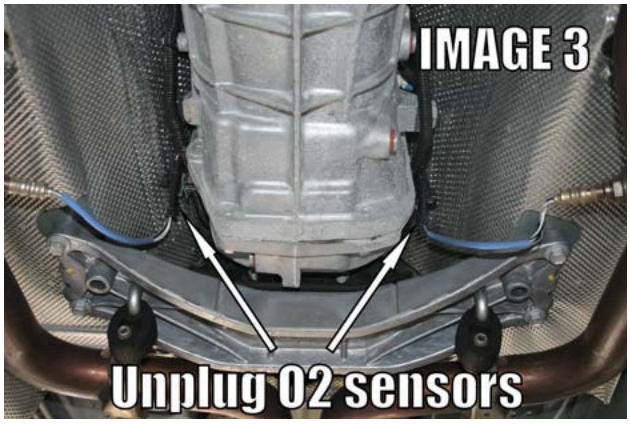
Differential Mount Bushings – Pontiac G8 and 2010-present Camaro
BK001

Required Tools:

Hydraulic jack and 2 stands (lift optional but recommended)
Wrenches – 18mm, 21mm
Sockets – 10mm, 13mm, 18mm, 21mm
Pry-bar
Drill with 2" hole saw

Installation:

1. Lift vehicle and support with stands under the rocker jack points shown in **Image 1**.
2. Remove both rear wheels.



3. Using a 15mm socket, remove the driveshaft tunnel brace. See **Image 2**.
4. Unplug the rear O2 sensors as shown in **Image 3**.

Differential Mount Bushings (Cont.)

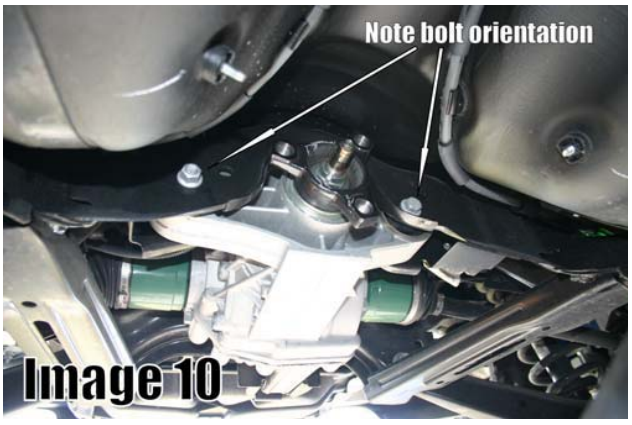
5. Using a 13mm socket, remove the two bolts that hold the rear two muffler brackets in place. Remove 4 bolts total, 2 per side. See **Image 4** above.

6. Using a 15mm socket, remove the 4 front flange bolts on the exhaust (2 per side). See **Image 5** above.
7. Remove center 15mm exhaust hanger bolt in rear. See **Image 6** above.
8. Using a helper, remove the entire exhaust assembly.

9. Using a 10mm socket, remove the front driveshaft tunnel exhaust shield. See **Image 7** above.
10. Using an 18mm wrench and socket, remove the 3 bolts that connect the driveshaft flex joint to the differential. See **Image 8**. NOTE: Remove the appropriate bolts so that the rubber flex joint remains attached to the driveshaft, NOT the differential. Using a pry-bar, pry the joint off the alignment dowel allowing the shaft to hang out of the way. (**Image 9**).

Differential Mount Bushings (Cont.)

11. Using a 10mm socket, remove the rear driveshaft tunnel exhaust shield.
12. Place a jack under the rear of the differential.
13. Note the orientation of the differential mounting bolts and make notes for proper re-assembly (**Image 10**). Using an 18mm wrench and socket, remove the (3) mounting bolts.



14. Place some rags between the inner CV boots and the cradle to protect the boot then lower the differential to gain access to the front mounting bushings.
15. Using a 2” hole saw, drill the front rubber bushings out of the bushing shells. See **Image 11**.
16. Using a screwdriver, pry the aluminum bushing shell out of the differential housing. See **Image 12**.
17. Insert the BMR bushing halves into the housing. Grease the inside of the bushing then knock the sleeves into the bushings.
18. Raise the front back up into the mount and allow the rear to hang until the rear bushing is accessible. Duplicate the above procedure for the rear mount. See **Image 13**.

Differential Mount Bushings (Cont.)

19. Lift the differential back into place and insert the bolts in the same orientation as recorded in step 13. Torque bolts to 85 ft/lbs.
20. Re-install both heat shields.
21. Re-install the driveshaft.
22. Re-install the exhaust.
23. Re-install driveshaft tunnel brace and lower the vehicle.

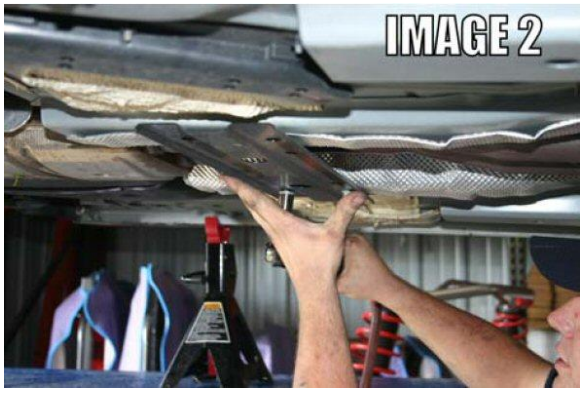
Rear Cradle Bushings
BK002

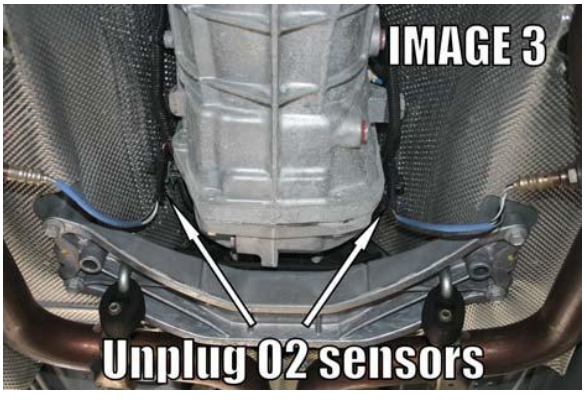
Required Tools:

Hydraulic jack and 2 stands (lift optional but recommended)
Wrenches – 18mm, 21mm
Sockets – 10mm, 13mm, 18mm, 21mm
Pry-bar

Installation:

1. Lift vehicle and support with stands under the rocker jack points shown in **Image 1**.
2. Remove both rear wheels.
3. Using a 15mm socket, remove the driveshaft tunnel brace. **Image 2**.
4. Unplug the rear O2 sensors as shown in **Image 3**.
5. Using a 13mm socket, remove the two bolts that hold the rear two muffler brackets in place. Remove 4 bolts total, 2 per side. See **Image 4**.





Rear Cradle Bushings
BK002 (Continued)

6. Using a 15mm socket, remove the 4 front flange bolts on the exhaust (2 per side). See **Image 5** on previous page.
7. Remove center 15mm exhaust hanger bolt in rear. See **Image 6**.
8. Using a helper, remove the entire exhaust assembly.
9. Un-plug the fuel pump wiring harness located on the passenger side of the car next to the front cradle bushing. See **Image 7** above.
10. Support the cradle with a hydraulic jack or adjustable frame stands.
11. Using a 21mm socket, remove the (4) cradle mounting bolts as shown in **Image 8**.

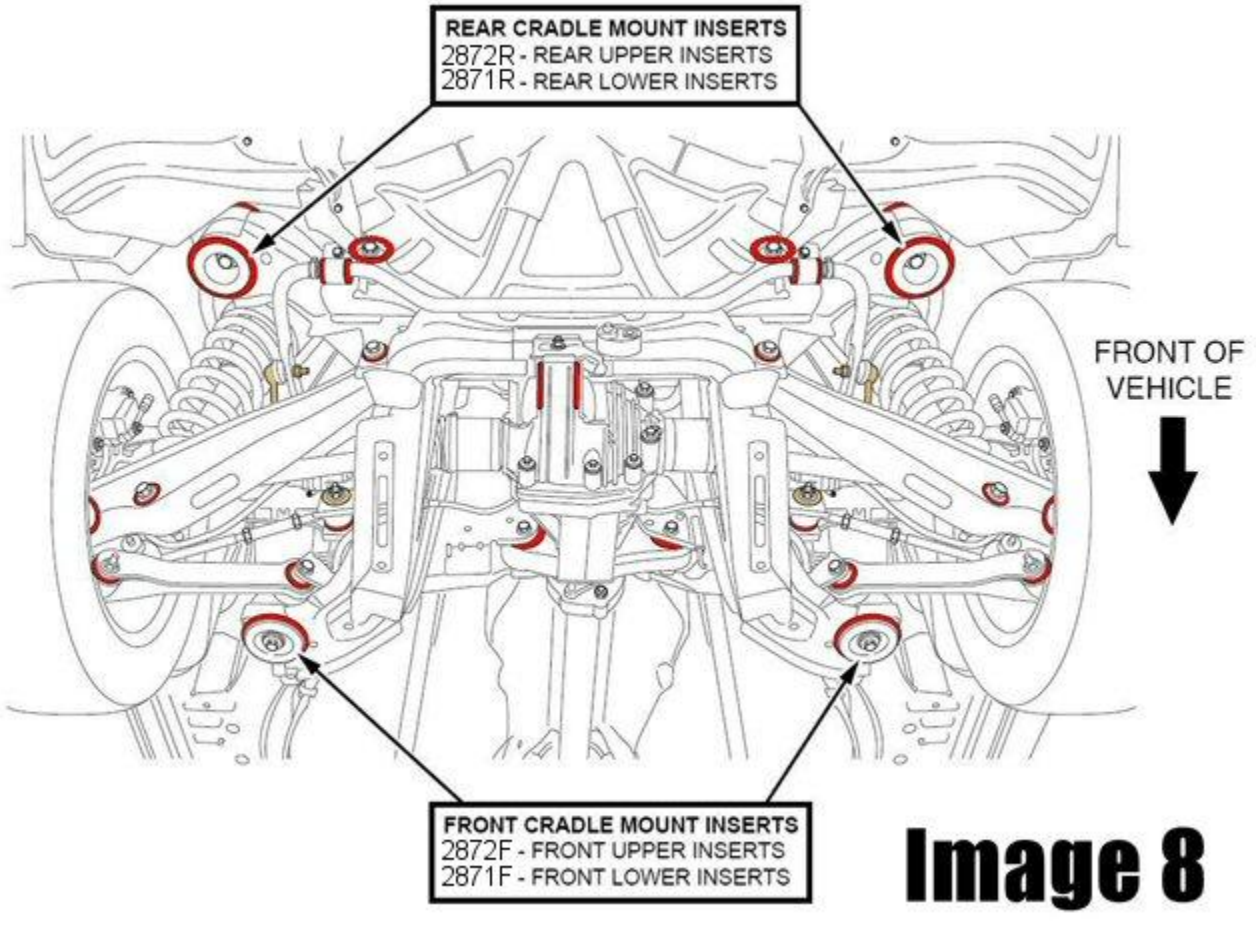


Image 8

Rear Cradle Bushings
BK002 (Continued)

12. Using a pry-bar, remove the lower bushing cup washers. See **Image 9**.
13. Lower the cradle to allow access to the upper portion of the cradle mounts. NOTE: The rear cradle mounts have alignment dowels that extend through the mount. The cradle must be lowered far enough to clear the dowels. See **Images 10a and 10b** below.
14. Remove the isolator (**Image 11**) from the top of the front bushings to make work space and set aside. The BMR bushings do not replace the factory bushings, they are designed to fit over the OE bushings and take up the excess space in the OE bushing. Each BMR bushing is labeled with its own unique part number. Lube the bushings using the supplied grease and insert them using the chart shown in **Image 8** on the previous page. The tabs on the BMR bushings should fit into the slots of the OE bushings. It may be helpful to insert a screwdriver or socket extension into the center hole and pry the OE bushing around while applying pressure to the BMR bushing to get it to seat properly. When installed properly, the bushings should look similar to **Image 12**.
15. Re-install the front rubber isolators.


Image 9


Image 10a


Image 10b


Image 11


Image 12


Image 13

15. Lift the cradle back up against the body taking care to properly align the rear dowels.
16. Insert the factory cup washers and bolts and tighten all four mounting bolts to 130 ft/lbs. **Image 13**.
17. Plug the fuel pump wiring harness back in.
18. Re-install the exhaust.
19. Reconnect the O2 sensors.
20. Bolt the driveshaft tunnel brace back into place and torque to 45 ft/lbs.
21. Install the rear wheels and lower the vehicle.