



HEAVY DUTY DRIVESHAFTS – Pontiac GTO

Part # DS003, DS004

NOTE: This product is not compatible with 2004 model stock oval mufflers. Round tubular mufflers may be used or modifications to the existing mufflers are possible.

1. Lift vehicle and support with stands. Make sure the rear of the vehicle is positioned higher than the front. Apply emergency brake and leave transmission in Neutral.
2. Disconnect exhaust at the 2 bolt flanges located just behind the transmission. Disconnect rear exhaust hangers and lower exhaust out of the way.
3. Using a 13mm socket, remove the two bolts that retain the carrier bearing in the center of the driveshaft.
4. Remove all 6 bolts that attach the driveshaft to the rear differential flange.
5. Push the driveshaft forward, sliding the front yoke of the driveshaft into the transmission. This will allow enough clearance to lower the rear of the driveshaft and remove the driveshaft assembly.
6. Once the rear of the driveshaft is lowered, pull the driveshaft out of the transmission. Slight fluid loss will occur when the driveshaft is removed. If fluid continues to drip, lift the vehicle higher in the rear.
7. Once the driveshaft is removed it is necessary to replace the rear pinion yoke on the differential. Using a ½” air impact gun with a 27mm deep socket, remove the nut that retains the pinion yoke.
8. Using a dead blow hammer or a standard hammer with a block of wood, knock the pinion yoke loose from the differential and remove it. A harmonic balancer puller may also be used, if necessary.
9. Install the BMR billet pinion yoke. Apply blue Loctite to the threads, reinstall the OE nut and tighten to 240 ft/lbs.
10. As seen in the image to the right, it is necessary to modify one of the seat belt bolts to provide proper driveshaft clearance. Using a Sawsall or grinder with cut-off wheel, cut the exposed section of bolt until it is flush with the nut.
11. BMR driveshafts are larger diameter than the stock unit and require the use of differential spacers to provide ample tunnel clearance. To install the differential spacers, the rear suspension cradle must be lowered. With the rear suspension cradle safely supported, remove all 3 bolts on the cradle support bracket using a 15mm socket (See Image 3). Using a 18mm socket, remove the main center support bolt and pull the support out of the way. With both sides removed, lower the cradle enough to access the four differential bolts on top of the cradle. With the differential supported, remove the four bolts. Insert the supplied BMR spacers between the cradle and the differential, the round spacers go to the back boltholes and the rectangular spacer goes on the front. It is recommended to use Blue Loctite on these fasteners when reassembling. Using the supplied extended bolts remount the differential to the cradle. Torque all bolts to 70 ft/lbs. And reinstall the cradle.
12. Lubricate the front yoke of the BMR HD driveshaft with transmission fluid and slide the driveshaft into the transmission. Seat the rear driveshaft flange onto the new pinion yoke and check for proper clearances around the driveshaft. If the rear exhaust heat shield is closer than ¾” to the driveshaft, bend it until there is sufficient clearance. It may also be necessary to shorten one of the exhaust hangers to provide the proper clearance. Insure that there is ¾” minimum clearance all the way around the rear of the driveshaft.
13. Apply blue Loctite to the threads of the mounting hardware, install and torque all 4 bolts to 55 ft/lbs.
14. Some exhausts may require modification in order to clear the larger diameter driveshaft. The pinion and driveshaft moves up and down ½”- ¾” under load. Make whatever exhaust modifications necessary to provide ample clearance.
15. Lower vehicle.



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This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, buyer assumes all risk of any damage caused to the vehicle/person during installation or use of this product.