HPP 2in1 INSTALL GUIDE

USE YOUR JACK STANDS

Disassembly

- 1. Remove rear section of exhaust (Optional)
- 2. Remove dust shields, Al and plastic, Loosen the stamped brackets on the rear subframe. You do not need to remove these but a little wiggle room goes a long way.
- 3. Remove the tunnel brace, 4 bolts 12mm. After removing the bolts slide the brace from driver side to passenger side. See I told you about the wiggle room.
- 4. Remove the (4) lower diff cover bolts (14mm) set bolts aside for install.
- 5. Remove the lower PPF nuts and studs. This is a must. If the studs are not removed you will not be able to install the brace. I repeat DO NOT try to install without removing studs.

Ready to install diff brace:

- 1. Order for bolt re-install...Order is important, Diff cover bolts to align PPF studs.
 - a. Tighten Diff cover bolts
 - b. Install PPF Studs, tighten PPF Nuts.

WING GAP

Due to the differences in PPF angles, motor mounts and Diff bushings you may find a gap between the wings and outboard braces. A flush fit is optimum to minimize tension on the mounting bolts (in operation the wings push up against the body pads so the bolt tension is not an issue after proper install.

Check the gap between the wings and the outboard braces.

- a. If gap is not more than 1/8" the wings should pull up nicely
- b. If the gap is greater than 1/8" a suitable spacer between the wing and out board brace is suggested. Two spacers are supplied and additional are available on request.

To close the gap you can adjust your PPF angle per page J59 in the factory workshop manual or we have found that the spacers work fine on our test cars.

4. Torque specs

12mm 13-19ft-lbs Wings

14mm 28-30 ft-lbs Diff cover

21mm nuts 109-130 ft-lbs PPF

6. Install dust shields and tighten anything you loosened for install.

Note: If your PPF studs have never been removed they will likely be very tight after 20 years, we double nut the stud for removal, nuts are 14mm-1.5 pitch. This is the most aggravating part of install.