



## ***SpyderShaft***

### Items included:

- 1 piece Aluminum driveshaft
- new bolts for the rear of the driveshaft
- new pinion flange with seal

### Tools Required:

- 10mm socket
- 12mm socket
- 14mm socket
- 27mm socket
- 3/8 drive ratchet/air ratchet
- 1/2 drive ratchet/breaker bar
- 1/2 drive torque wrench/good to 140ft/lbs
- gear/harmonic balancer puller

Step 1. Open up the box and check out this beast!



Step 2.

Get the car in the air via lift or jack stands.

Step 3.

Now make sure e-brake is engaged. Starting with the front end of the driveshaft, remove as many bolts as you can with the 12mm socket and ratchet, then disengage e-brake, spin shaft, re-engage e-brake, and remove remaining bolts.



**Step 4.**

Next, slide to the rear end of the driveshaft, pull e-brake and using a 10mm socket and ratchet, remove as many of the bolts as possible. Have someone release e-brake, then spin shaft, pull e-brake again and remove remaining bolts.



Step 5.

Using a 14mm socket and ratchet, loosen the 2 bolts, then with one hand support the bearing carrier and remove the bolts with the other hand or have another person hold it as you remove the bolts. **\*WARNING\*** The stock driveshaft is **HEAVY!! BE CAREFUL!** On bolt I had to remove with the ratchet facing the rear end, and the other facing the transmission. There isn't a lot of room due to the exhaust, so take your time. Hard to make out the 2 bolts in the picture, but the car is honestly resting on my chest while doing this install.



Step 6.

Slowly slide the driveshaft out the rear of the car and onto the ground. Please be careful!  
Compare the 2 shafts..yeah, get rid of that dead weight!



### Step 7.

Time to remove the stock pinion flange using the 27mm and 1/2 ratchet or impact gun...use the impact gun! I made the mistake of using the ratchet and added about 2 hours to my install time.....Lets say I hit 2 balls out of the park when the socket slipped off the nut. After removing the pinion nut, use a 3-jaw gear/ harmonic balancer puller to remove stock pinion flange. When you pull this off, install the spidershaft flange quickly to keep from losing a lot of diff fluid.

stock flange



spyder flange



Step 8.

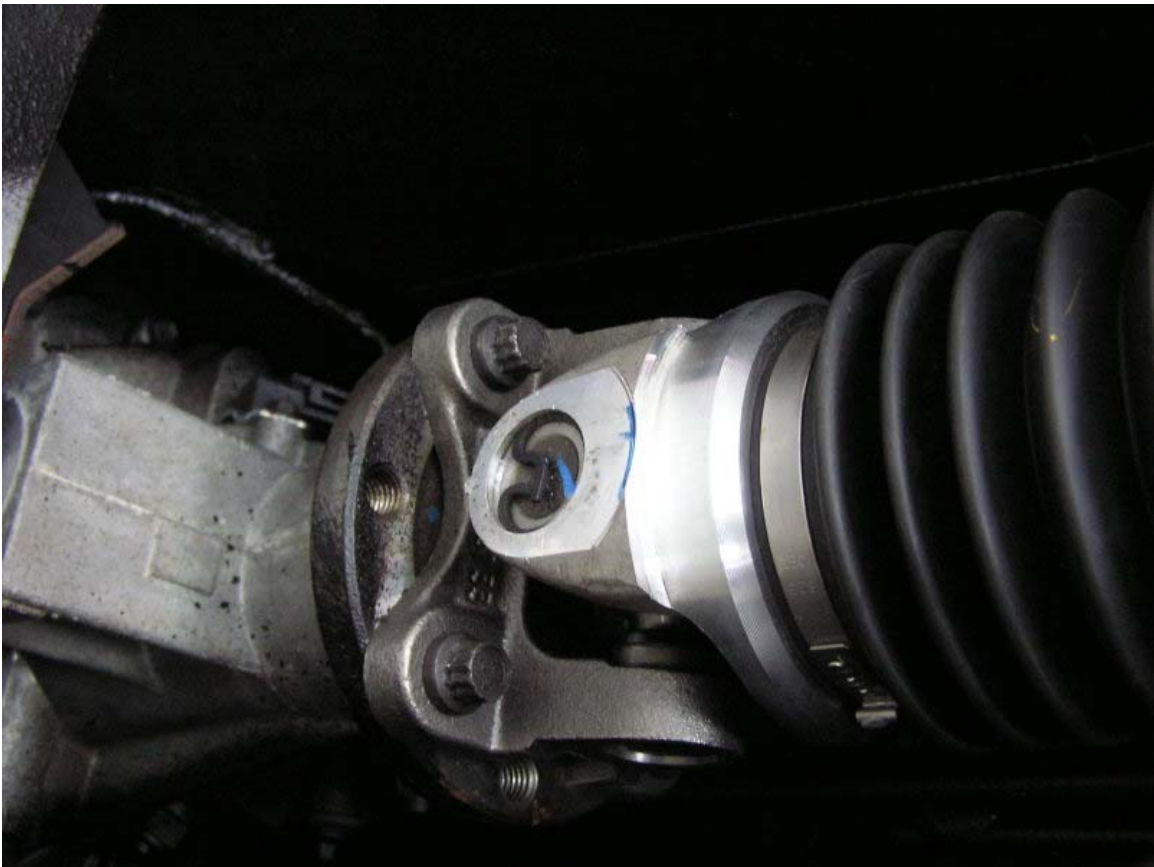
Once the spyder flange is pushing onto the pinion shaft, reinstall pinion nut with red locktite and torque to 125-150ft/lbs. I went with 140ft/lbs. This is important to set the proper bearing preload.

Step 9.

Slide the spydershaft up into place from the rear of the car with the large diameter end toward the rear of the car and the slip joint toward the transmission.

Step 10.

Put trans into gear and bolt up the front of the driveshaft to the trans flange using the stock bolts and the 12mm socket and ratchet with some red locktite. You will probably only be able to get 2 installed, and then take the car out of gear to spin the shaft to install the remaining 2.



Step 11.

Engage e-brake and pull driveshaft into place against pinion flange. Install the supplied bolts with locktite and the 12mm socket and ratchet. Install what you can, disengage e-brake, spin the driveshaft, engage e-brake, and install remaining bolts.



Step 12.

Lower car back down and go burn some rubber!