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BG Products Ultra-Guard LS 8.8 Solid Axle Kit Instructions

What You'll Need:

Floor Jack, Jack Stands and or Ramps, rags, drain pan, 3/8" Ratchet, Short (3") extension, 13mm Socket, 13mm wrench, gasket scraper, "Scotch Brite" Pad, Brake Clean.

For best results drive the vehicle for 20 minutes to allow fluids to come up to temperature.

On a flat level surface, raise the car only high enough to allow yourself to slide under it. Jack Stands and Ramps work well. **DO NOT JACK UP THE VEHICLE BY THE REAR DIFFERENTIAL** You can raise the car from the factory jacking points in the Owners Manual or at the front by the engine cross-member. The rear can be raised by the control arms or the attaching points.

Visually inspect that the vehicle is sitting level, as it would when sitting on the ground, this is critical for accurate fluid draining and filling.

After safely raising the vehicle, you will need a 3/8" drive ratchet, rags and a suitable drain pan. Wipe off any dirt or debris from the differential and using the ratchet slowly loosen the fill plug located on the driver's side next to the driveshaft. Some residual oil may run out but if the differential level was previously correct only a small amount of oil should be present.

If your Axle is equipped with a Drain Plug you may disregard Cover Removal Steps.

To drain the old fluid remove all the rear differential cover bolts except the top one. Place the drain under the differential and slowly loosen the remaining top cover bolts, depending on the seal of the cover fluid may start to slowly drain out. With the top bolts still in place but loose, carefully pry the bottom of the cover away from the housing using care not to bend the cover. Once the seal is broken the fluid will drain from the differential. Remove the remaining bolts and allow the differential to drain. Let it drip drain for 5-10 minutes, you can also reach in with a gloved hand and scoop out any remaining oil.

While the old fluid is draining, inspect the fill plug. It is normal to find metal stuck to the magnets. Wipe them clean and remove any loose thread sealant. Apply 2-3 wraps of

the supplied thread sealant tape to the threads, being careful not to get any on the inside surface of the plug.



Using a scraper and a combination of brake clean and a “Scotch Brite” pad clean any residue sealant from the cover and rear differential. Inspect the sealing surfaces for damage; inspect the cover for deformation around the bolt holes. If the cover is deformed it can be gently tapped flat with a hammer and a flat piece of steel used as a

backer.

After everything is clean and inspected, follow the Supplied gasket maker instructions and place a 1/16” to 1/4” bead on the cover inline with the bolt holes. You also want to surround the bolt holes (make circles) with sealant but make the circle 1/4” larger than the hole. This is to prevent excess sealant from entering the bolt holes in the housing upon reassembly.

Place the cover on the housing and install all the bolts finger tight evenly. You should see the sealant squeeze out slightly. Allow it to set up for 1 hour. You can now tighten the cover bolts evenly to factory spec in an alternating pattern.

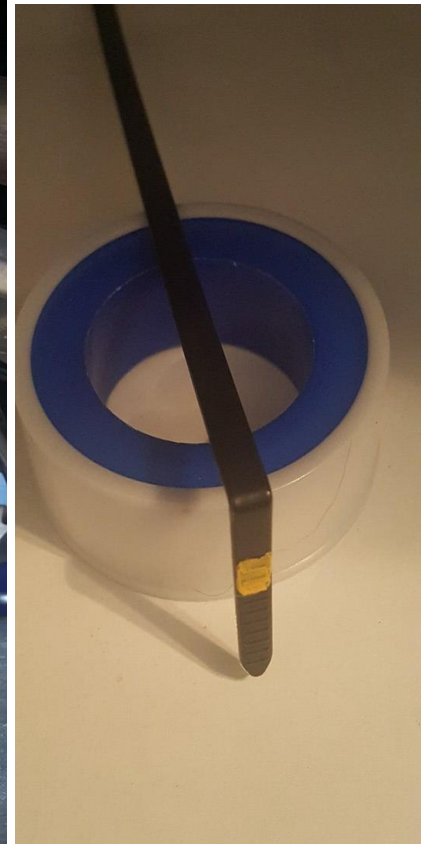
Open the container of Ultra-Guard and carefully remove the foil seal making sure to not let it drop into the container.

Screw pump onto bottle firmly.

Insert hose into the fill-hole using care to maneuver the hose so it fully enters the differential.

Begin pumping new oil into the differential; the container supplied contains approximately 7oz of extra fluid. The pump will eventually begin picking up air. Stop, remove the hose and use the supplied pre-marked plastic tie wrap, check to see where the level is. The idea is to insert into the housing to gauge the level. You want to maintain approximately 9mm (roughly just under 3/8”) below the bottom of the fill hole.

After the pump begins picking up air, tip the container so fluid continues to supply the pump. Slowly install fluid to specified level. **Do not attempt to install all fluid.**



Take a rag and wipe any residual oil from the fill oil threads and re-install the fill plug. **DO NOT OVERTIGHTEN! MAX TORQUE IS 25FT/LBS.** If you do not have access to a torque wrench simply tighten the plug with light to firm pressure. Safely lower the vehicle to ground and drive slowly for 100' before applying excessive power to the vehicle. This allows the new fluid to circulate in housing and protect your investment. The supplied bag can be used to store the pump for future use.

Important Notes:

Always use caution while raising vehicle.

Always use Jack Stands or Ramps.

Always dispose of used oil according to your local laws. Most Municipalities provide oil collection centers as do most auto parts locations.

Ultra-Guard LS already contains all the additives required for Limited Slip type axles. Do not install additives with this product.

Product Information:

<https://www.bgprod.com/catalog/drive-line/bg-ultra-guard-ls-full-synthetic-gear-lubricant/-bg-product-1>

Thank you for your business!