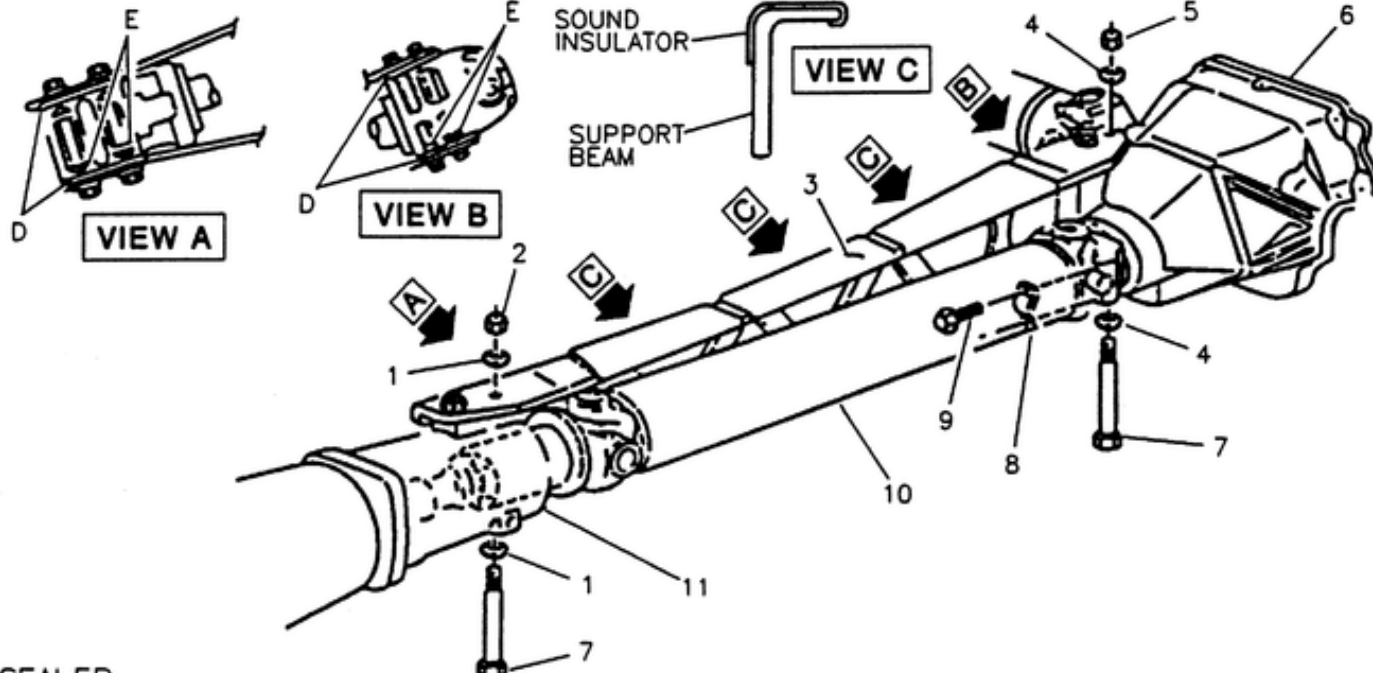




SEALER

APPLY A BEAD OF SEALER AROUND THE TOP AND BOTTOM MATING SURFACES OF DRIVELINE TO AXLE TRANSMISSION EXTENSION AT POINTS "D" AND ALSO TO THE CAVITY AROUND THE BOLTS AT POINTS "E". USE URETHANE IN CAULKING KIT (P/N 963067) OR EQUIVALENT.

INSULATOR

REMOVE INSULATOR WITH FLAT BLADE SCRAPER AND CLEAN SURFACE. INSTALL INSULATOR BY REMOVING THE BACKING ON THE INSULATOR AND PRESSING THE INSULATOR AS SHOWN IN VIEW "C" TO OBTAIN ADHESION TO SUPPORT BEAM. TRIM OFF ANY OVERHANG.

- | | | |
|----------------------------------|----------------------------|-----------------------------------|
| 1 DRIVELINE SUPPORT FRONT WASHER | 5 HEX SELF-LOCKING NUT | 9 PROPELLER BOLT |
| 2 SELF-LOCKING NUT | 6 REAR AXLE CARRIER | 10 PROPELLER SHAFT |
| 3 DRIVELINE SUPPORT | 7 HEX BOLT | 11 TRANSMISSION EXTENSION HOUSING |
| 4 WASHER | 8 PROPELLER SHAFT RETAINER | |

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1. Raise and safely support the vehicle.
2. If equipped, remove the upper and lower underbody braces.
3. Remove the complete exhaust system from the vehicle.
4. Remove the parking brake front cable guide from the driveline support.
5. Support the transmission with a suitable jack.
6. Unfasten the driveline support nuts, bolts and washers.
7. Slide the driveline support toward the right side of the vehicle.
8. Remove the propeller shaft (driveshaft), as outlined earlier in this section.
9. Carefully position the transmission toward the left side of the vehicle.

NOTE: Be careful when removing the driveline support near the parking brake cable not to scrape or cut the cable. If precautions are not taken, system and/or vehicle damage may result.

10. Remove the driveline support by moving forward, then maneuvering down and around the differential carrier and transmission.

To install:

NOTE: After installing the driveline support, check the air intake duct-to-throttle body mating surface. If the air duct becomes dislodged from the throttle body, a driveability problem may occur.

11. Apply a suitable sealant to the mating surfaces of the transmission housing, differential carrier and driveline support.
12. Install the insulator. Refer to the accompanying figure for details.
13. Maneuver the driveline support up and around the transmission and rear axle, then slide it toward the right side of the vehicle.
14. Install the propeller shaft (driveshaft) as outlined in this section.
15. Place the driveline support into position, making sure to align the bolt holes. Align the driveline components. To ensure proper driveline alignment, a clearance of 1.53–2.00 in. (39–51mm) must be maintained between the top of the support to the underbody and a clearance of 0.86–1.34 ft. lbs. (22–34mm) from the right side (passenger side of the vehicle) of the support to the side wall. Take these measurements directly above and to the right of the propeller shaft front yoke.
16. Install the driveline support washers, bolts and nuts. Tighten the driveline support bolts at the differential carrier to 59 ft. lbs. (80 Nm) and the driveline support bolts to the transmission to 37 ft. lbs. (50 Nm).
17. Remove the transmission support.
18. Install the parking brake front cable guide to the driveline support.
19. Install the complete exhaust system.
20. If equipped, install the upper and lower underbody braces.
21. Carefully lower the vehicle.

1990 Chevrolet CORVETTE

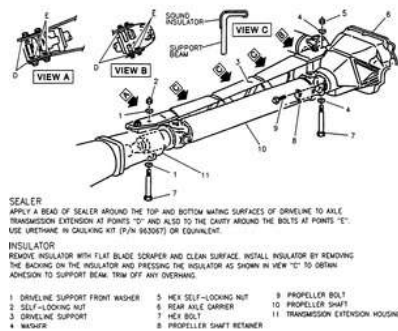
Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

NOTE: The driveshaft is also referred to as the propeller shaft.

1. Raise and support the vehicle safely.
2. If equipped, remove the upper and lower underbody braces.
3. Remove the complete exhaust system as an assembly.
4. Support the transmission, then remove the bolts, washers and nuts attaching the driveline support beam at the axle and/or transmission to gain necessary clearance.
5. Mark relationship of shaft to the pinion yoke and disconnect the rear universal joint by removing trunnion bearing straps. Tape bearing cups to trunnion to prevent dropping and loss of roller bearings.
6. Place a suitable drain pan under the transmission for oil leakage, slide the slip yoke from the transmission and remove the driveshaft from the vehicle.

Fig. 1: View of the propeller shaft (driveshaft) and driveline support mounting



To install:

7. Slide the driveshaft slip yoke into the transmission extension.
8. Align the marks made during removal and install the rear of the driveshaft to the pinion yoke. If no marks were made or the driveshaft is being replaced, align the black paint dot on the driveshaft as close to 180 degrees opposite the yellow paint dot on the axle pinion yoke.
9. Install the propeller shaft retainers and bolts. Tighten the bolts to 18 ft. lbs. (24 Nm).
10. If removed, install and align driveline support beam as follows:
 - A. To ensure proper alignment of the driveline, a clearance of 1.53–2.00 in. (39–51mm) must be maintained between the top of the beam to the underbody and a clearance of 0.86–1.34 in. (22–34mm) from the passenger side of the beam to the side wall.
 - B. Take the measurements directly above and to the right of the driveshaft yoke.
 - C. Apply sealer to the support sealing surfaces at the transmission extension, the differential carrier and the driveline support.
 - D. Install the washers, bolts and nuts then tighten the bolts at the carrier to 60 ft. lbs. (80 Nm) and the transmission bolts to 37 ft. lbs. (50 Nm).
 - E. Remove the transmission support.
11. Install the exhaust system assembly.
12. If equipped, install the upper and lower underbody braces.
13. Lower the vehicle.

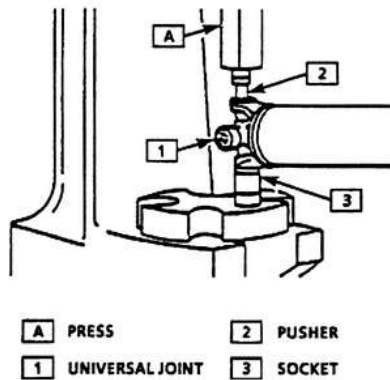
1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

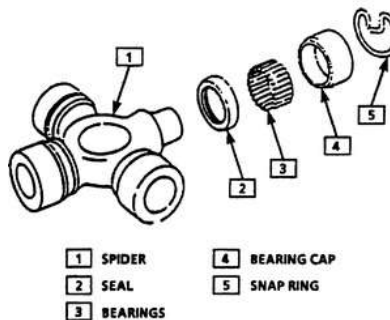
1. For reassembly, make a mark indicating the front of the propeller shaft on the transmission end of the shaft and yoke.
2. Remove the driveshaft from the vehicle.
3. Remove the snaprings. If a snapring does not readily come out, tap the end of the bearing cap lightly to relieve pressure against the ring.
4. Place the driveshaft horizontally in line with the base plate of a press, but do not clamp the tube.
5. Support the lower ear of the universal joint with a 1 ¹/₈ inch socket.
6. Press the lower bearing cap out from the yoke using a pusher on the upper bearing cup.

Fig. 1: Use a suitable press to drive out the bearing cap



7. Rotate the driveshaft, then remove the opposite bearing cup.
8. Remove the universal joint from the yoke.

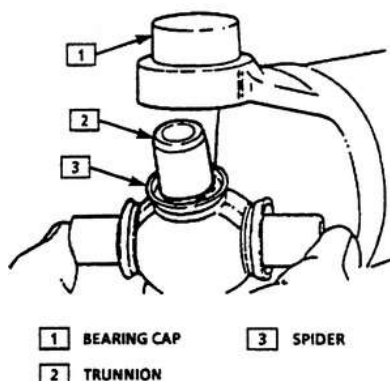
Fig. 2: Exploded view of a universal joint assembly



To install:

9. Install one bearing cap partially into 1 side of the yoke, then turn this side to the bottom.
10. Install the joint into the yoke so the trunnion seats freely in the bearing cap.
11. Install the opposite bearing cap partially into the yoke, verifying the trunnions are straight and true in the bearing caps.

Fig. 3: View of the partially inserted bearing cap



12. Press against the opposite bearing caps, while working the joint in order to verify that the joint is not binding and turns freely. If the joint begins to bind, there is probably 1 or more needle bearings out of place and tipped under the trunnion.
13. When 1 bearing cap snapring retainer groove clears the inside of the yoke, stop pressing and install a snapring into place.
14. Continue to press the opposite side until a snapring can be inserted. If difficulty is encountered, strike the yoke firmly with a hammer to slightly spring the yoke ears.

15. Assemble the other half of the joint in the same manner.
16. Install the driveshaft (propeller shaft), as outlined earlier in this section.