

## Disassembly Part 1

The next step is to remove the hood

Disconnect the upper end of the hood prop strut, a thin knife works well to lift the retaining clip

Use a 13 millimeter socket to remove the hood hinge bolts

Do not throw away the hood hinge bolts, save every fastener you remove from the donor

With the hood out of the way disconnect the lower end of the hood prop strut

Clear debris from around the oil cap with compressed air or a vacuum.

Remove the oil cap and temporarily plug the filler neck with a paper towel

To remove the plastic engine cover, lift the rear passenger side corner to pop it off the mounting post. Do the same with the front driver side corner

Take the paper towel out of the oil filler neck and reinstall the oil cap

Loosen the clamp that holds the outlet duct to the throttle body

Do the same with the clamp that holds the outlet duct to the air filter box

Push the outlet duct bellows off of the air filter box

Slide the crankcase vent hose clamp back

Lift out the duct to disconnect it from the throttle body

To disconnect the MAF sensor slide grey lock back then use your thumb to squeeze the black release tab

Remove the two screws holding a MAF sensor and slide the sensor out. Save the MAF sensor

Use a 10 millimeter socket to remove the two nuts holding the air filter box and pull the box up to remove it

Carefully clear any debris that has fallen on the butterfly

Take the car outside to clean the engine compartment

Before spraying the engine compartment, seal up the throttle body and valve cover vent, we use a spray can lid and electrical tape for the throttle



The donor cars crankcase vent hose any bolt can be used to seal the valve cover vent

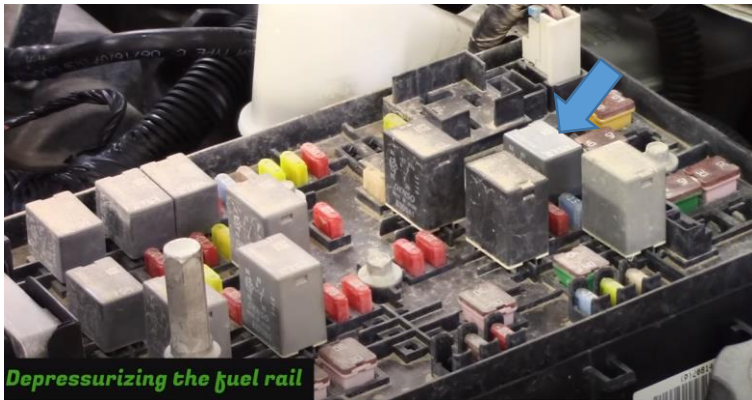
Pre-soak the engine bay with a degreaser, then rinse with high pressure. (Look for a pressure washer rental in your area.)

Take the donor back inside and let it dry

To depressurize the fuel rail you'll need to disable the fuel pump

Start by removing the fuse box lid

Then remove the fuel pump relay



Start the engine let it run until it dies. (Be sure to have a fire extinguisher nearby when you empty the fuel tank)

Check the fuel level to see how much fuel you'll be pumping out

Before disconnecting the fuel line make sure your work area is well ventilated

Pry metal retaining clip off of the fuel line



Use a 3/8 angle disconnect tool to disconnect the flexible fuel line



Pry open the fuel line routing clips you won't be reusing the fuel line so don't worry about damaging it

Connect a hose to the fuel line, 3/4-inch heater hose is a good fit

Use a hose clamp to hold it in place



Run the hose to an empty fuel container, keep in mind how much you will be emptying from the tank

Use a short piece of wire to jump the fuel pump



Remove the jumper when the fuel stops flowing and then remove the hose from the fuel line

Before removing your battery roll down all of your windows. This will keep you from accidentally locking yourself out and it would make the door easier to remove later

Use a 10 millimeter socket to remove the battery cables, start with the ground cable

Remove the battery hold down strap with a 13 millimeter socket

Save the battery for your Goblin

Reinstall the fuel pump relay at this time

## Disassembly Part 2-Stripping the exterior

Start by getting the front of the car up on jack stands, be sure to chalk the rear tires.

Place a Jack stands just behind the double, if you place your stands too far back the car will be nose heavy an unstable



The stock hubcaps are held on with plastic nuts, use a 19 millimeter socket to loosen them.

Use the same socket to remove the front tires.

Remove the front bumper

To get to the fender bolts the inner fender well has to be removed.

Start by taking out the inner fender well screws with a 7 millimeter socket

The rest of the inner fender well is held by plastic clips, you don't need to keep these so just use a hammer and a paint scraper to break them. There are three along the back and two at the top

Pull down on the inner fender well to remove it

Pull out the foam insert at the back of the fender

Use a 10 millimeter socket to remove the fender bolts, there are two bolts at the bottom and one behind the fender

You have to open the door to get to 1 bolt

Work your way around the fender taking out the rest of the bolts until the fender is free

After removing the fender, take out the front fender bracket

Use a 10 millimeter socket to remove the hood hinges

To remove the windshield wipers, pry the plastic cap off and use a 13 millimeter socket to remove the nut

Lift the windshield wiper arm and wiggle it back and forth to break it loose, repeat the process for the other windshield wiper

Use a hammer in a paint scraper to break the plastic clips on each side of the cowl

Then lift the plastic cowl grill up to pop it loose and remove it from the car

Take out the three wiper motor bolts with a 10 millimeter socket

Turn the motor assembly over to make it easier to get to the electrical connector

Use a screwdriver to pry down the lock and pull the connector loose

Remove the two upper dash bolts with a 10 millimeter socket

Removing the doors will make stripping the interior much easier start by prying out the door conduit cover and disconnecting the door plug

Stuff the plug back into the car

Use a 10 millimeter socket to remove the bolt that holds the door stop to the car

Close the door all the way and use a 13 millimeter socket to remove the four door hinge bolts

The door should stay upright on its own

Reach through the window and grab the armrest to lift the door

Be sure to collect all the fasteners you've removed, many of them will be reused during your Goblin build

Lean the front seat forward and slide it to the front so you can get the seat bolts under the back of the seat

Use a 15 millimeter socket to remove the two bolts

Pull a seat back to unhook the front of the rails

Lean the seat over and disconnect the connector under the seat

Remove the seat

### Disassembly Part 3-Stripping the Front Suspension

Draining the front brake lines will prevent a big mess later

Start by removing the lid from the reservoir.

Uncover the brake bleeder and place a 10 millimeter wrench on it

Attach the vacuum hose and open the bleeder

This vacuum pump will be used again in the future when it comes time to bleed your brakes

Pump the handle to create a vacuum in the line, you will see the fluid flowing out into the pumps reservoir

When the brake fluid stops coming out tighten the bleeder and remove the hose

Don't forget to reinstall the bleeder cap

Use a 13 millimeter wrench to disconnect the steel brake line

Then use pliers to pry off the steel retaining clip, you'll use the clip later so don't throw it away



Steer toward the side you are working on to make it easier to get to the caliper bolts

Use a 15 millimeter socket to take out the caliper bolts and remove the caliper

Pry out the rotor retaining clips with a paint scraper and screwdriver

Then use wire cutters to break the clips off

Remove the rotor

Use an 18 millimeter socket to disconnect the sway bar link

Install strut spring compressors on the front and rear of the spring, don't worry about tightening the compressors, finger tight is good enough

Put a Jack under the ball joint and raise it up until the spring compresses slightly

Use a 21 millimeter socket to remove the top strut nut

Then use an 18 millimeter socket to take the nuts off the lower strut bolts

Tap the strut bolts out, don't hammer directly on the end of the strut bolts

Pry the bottom of the strut away from the knuckle and remove the strut

Use a 30 millimeter socket to remove the axle nut, this nut is very tight

Tap the axle free from the bearing hub, don't hammer directly on the end of the axle

Use a 15 millimeter and a 16 millimeter socket to remove the ball joint clamp bolt

Lift the knuckle off of the ball joint

Use a 15 millimeter socket to remove the bearing hub bolt

Discard the sheet metal shield but keep the knuckle, bearing hub and bolts

Reinstall the axle nut and washer

Use a 10 millimeter socket to remove the transmission fluid check plug near the bottom of the automatic transmission (with a manual transmission look for a drain plug on the side of the pan)

Drain at least one quart of transmission fluid so that when you pull the axles later you won't make a mess on your floor

Reinstall the plug and wipe excess transmission fluid

You can clean up more thoroughly after the powertrain is removed from the car

Disconnect one end of the overflow line from the cylinder head



Disconnect the other end from the overflow tank, do not throw away the overflow line

Use a 13 millimeter socket to remove the passenger side radiator mount, to make it easier to get to the radiator drain plug,

Open the plug and drain the coolant system

It is illegal and dangerous to vent the AC system yourself, you should have a professional recover the refrigerant before disconnecting AC lines

After the AC system is emptied use a 13 millimeter socket to disconnect the lines from the condenser

Use the same socket to disconnect the AC line up near the intake manifold

Use a screwdriver to pry the lines apart

Soak the steering knuckle and shaft with penetrating oil

Use a 13 millimeter socket to remove the steering knuckle bolt

Use a hammer and a paint scraper to break the plastic clip on the driver side radiator mount

Using 13 millimeter socket to remove the mount

Use the hammer and paint scraper again to break the plastic clips holding the side panels

The passenger side panel is also held by bolt, use a 10 millimeter socket to remove it

Put a jack and a 2/4 under the sub frame, line the board up with the front pivots of the control arms

Use a 15 millimeter socket to remove the rear transmission mount bolts

Using 21 millimeter socket to remove both of the rear sub frame bolts

Use a 15 millimeter socket to remove the control arm bolts and then pull the control arm out

Use an 18 millimeter socket to remove the front transmission bolts

Use a 21 millimeter socket to remove both of the front sub frame bolts

Lower the Jack just until the sub frame hangs on the steering shaft

Hammer a screwdriver up into the steering knuckle split

As you hammer the sub frame should drop

Lower the sub-frame down and pull it out from under the car

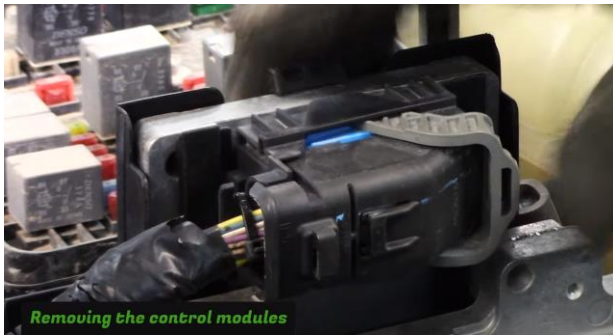
Use an 18 millimeter socket to remove the steering rack

Use a 15 millimeter socket to remove the sway bar

## Disassembly part 04-Dropping the Powertrain

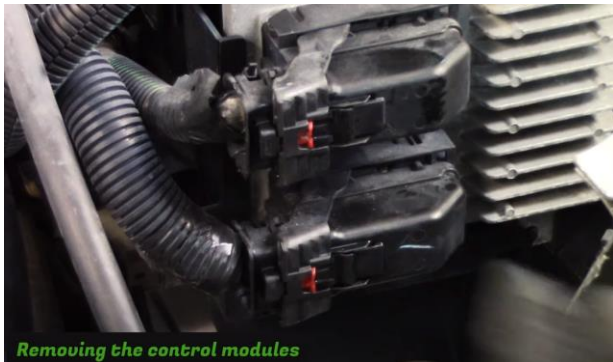
Start by removing the powertrain control modules

Unlock and disconnect the TCM connector by pushing in on the black tab and flipping the grey lever



Push the plastic tabs out the way to remove the TCM

Next disconnect the ECM plugs



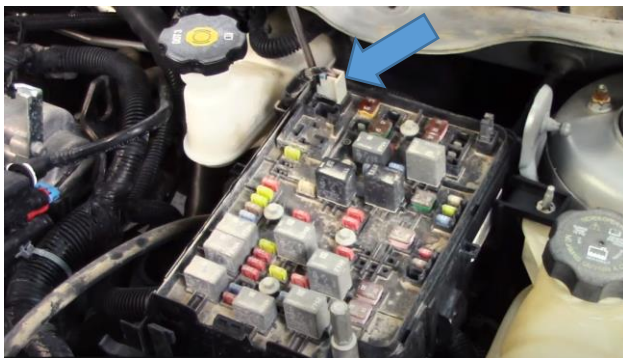
Slide the red lock tab out, push the black tab in, and then move the black lever over

Repeat this process for the lower ECM unplug

Remove the ECM

Use a 10 millimeter wrench to remove the positive cables from the fuse block, reinstall the stud

Use a screwdriver to release the power steering plug



Use a 7 millimeter socket to loosen the five multi plugs, you will need to spin the bolts a few extra turns to allow them to fully disengage from their threads

Next press each Bolt down to free the plugs from the fuse block

Now remove the fuse block by carefully prying out the four lock tabs with a screwdriver

Use a firm grip or a screwdriver to remove the five multi plugs from the housing

Free any remaining cables that are connected to the fuse block housing

Use a 13 millimeter socket to loosen the two bolts located at the lower front of the fuse box housing

Pry up the push nut with a screwdriver and then remove it with wire cutters

Use a pry bar to remove the remaining push nut

Remove the fuse box housing

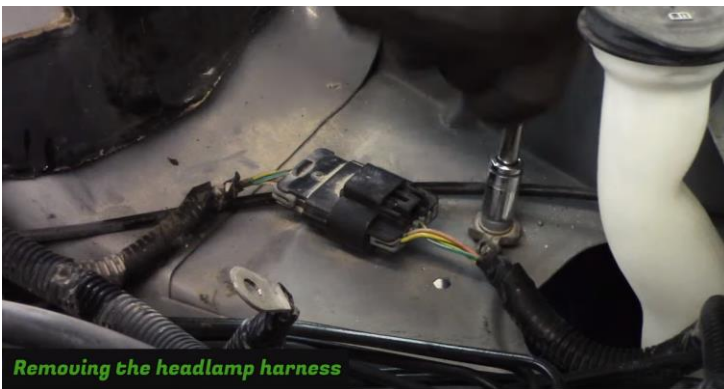
Next we're going to remove the coolant tank

Start by cutting the wire clamp near the top

Next remove the hose clamp from the bottom of the coolant tank

Use a large screwdriver to get the lock tab more clearance, then pry out the tab and remove the tank

Now we need to remove the headlamp harness



Using 10 millimeter socket to remove the ground and then disconnect the plug next to it

Pry the wire clamp away from the core support

Then remove the ground wire near the washer fluid cap

Reach through a hole in the front of the core support and cut the wire clamp located near the washer fluid bottle

Disconnect the wires from the washer fluid bottle and the horn

Remove the horn

Remove the ground wire from the left frame rail

The core support of your donor is probably still intact so work your way across it removing wire clamps as you go

Unplug the yellow plug from the airbag sensor at the center of the core support

Pry off the wire clamps from the passenger side of the core support

Remove the headlamp harness

Free the plug from the firewall near the brake reservoir and disconnect it

Remove the wiper motor plug from the firewall

Remove the plug from the brake reservoir

Use a 10 millimeter to remove the ground near the hood prop mount

Squeeze the two stainless tabs together and then pull straight up to remove the transmission cable housing

Pull straight up to remove the transmission cable end

Remove the evap line by pressing on the white plastic lock

Use pliers to remove the brake booster vacuum hose from the intake manifold

Now is a good time to move some of the wires and hoses out of harm's way, it will also make it easier to see what we're working on next

Now we need to cut the heater hoses that run from the engine to the firewall

Coolant will drain from these hoses so you will need to place a container under the car

Used in tin snips or sharp knife to cut the hoses near the firewall

Next will be separating the exhausts near the middle of the car

Use a 15 millimeter socket to remove the two nuts and then pull the exhaust apart

Push a dolly under the engine and transmission as shown, and centered left to right

Place two 2X4's on each side to give the dolly enough height to clear the legs of an engine hoist

Attaching length of chain to the two lift hooks located on the cylinder head

Place the hoist over the engines being careful not to move the dolly underneath, hook onto the chain above the number 3 coil pack

Start lifting the engine until it has a fair amount of force on it

Remove the three bolts on the engine side

As you get close to removing the last bolt it should start to feel loose, if not you may need to lift the engine a little more

Remove the bolts on the transmission side

Again as you get close to removing the last bolt it should start to feel loose, if not you may need to lift the engine a little more

As you lower the powertrain constantly check around it to make sure everything is loose and clear

Lower the engine down until it sets flat on the dolly and the chain is loose

Remove the engine hoist and roll the powertrain out

## Disassembly part 05-Stripping the Interior

You will be spending quite a lot of time inside of your donor so it is a good idea to clean and vacuum the interior before you start, be careful of shards of glass as you take out the large bits of trash

Use a vacuum for the small debris

We will start stripping the interior by removing the center console

Remove the parking brake cover by prying up the rear with a screwdriver

Pry up the rear molded cup holder

Lift the rear of the shifter cover, just enough to get to the rear accessory plug underneath

Disconnect the rear accessory plug

Lift the cover over the shifter and turn it upside down to access the front accessory plug

Disconnect the front accessory plug and remove the panel from the donor

Pull the front tunnel cover off of the passenger side, this cover has a schematic of the BCM on it so you'll want to save it

Remove the driver side cover

Use a 7 millimeter socket to remove the plastic frames from the passenger and driver sides

Use the 7 millimeter socket again to remove the four screws that hold the main tunnel cover

Disconnect the two BCM plugs by first squeezing just ahead of the grey lever and then flipping the lever



Use a 7 millimeter socket to disconnect the red multi plug

Remove the three BCM screws using a 7 millimeter socket

Turn over the BCM and remove the grey multi plug using the same 7 millimeter socket

Use a screwdriver to pry the cable end off of the shifter post

Remove U-shaped retainer and then press the tabs in to disconnect the cable from the shifter housing

Unplug the wires that go to the shifter

Use a 13 millimeter socket to remove the four nuts holding the shifter to the tunnel

Pull the levers located inside the trunk to allow the seatbacks to fold down

Use a screwdriver to release the retaining clips located at the outer pivots of the seatbacks

Pull up on the rear of the bottom seat cushion to free it from under the black seat rail

With the rear angled up, push the front of the seat backwards to release it

Remove the lower plastic door trim

Remove the large rubber door seal

Use a good quality T50 torx socket to remove the seat belt bolts, you may need to use a cheater pipe or a break over bar to loosen them

Make sure you keep the socket as straight as possible, uneven pressure can break the teeth off of your socket

Use a screwdriver to remove the cover to gain access to the upper bolts

Use a knife or a small screwdriver to open the covers at the top of each pillar

Use a 7 millimeter socket to remove the screws that hold the a-pillar covers on

Remove the a-pillar covers by pulling the top out and then up toward the roof

If the rear cover has a screw, remove it using a 7 millimeter socket and then pull the cover free

Some models have a plastic cable holding the cover use wire cutters to cut this cable

Use a 7 millimeter socket to remove the bolt at the top of the cover and then remove the cover

Remove the lower cover

Repeat this process on the other side of the donor

Use a pry bar to remove the steel seat belt guide

The seat belt connector can be disconnected using a knife or a thin screwdriver

You will need to use the T50 torx stock it again to loosen the bolt holding the seat belt mechanism

Remove the carpet from the donor, be careful of any shards of glass or sharp debris that might have been missed by the vacuum cleaner earlier

Pry the upper dash covers up just enough to access the light sensor

Disconnect the sensor from the cover by turning it counterclockwise

Using a deep 10 millimeter socket remove the two bolts located on either side of the center defroster vent.

The bolts at the base of each a-pillar are hard to get to, start with a 3/8 drive 13 millimeter socket, when the head of the ratchet touches the a-pillar swap to a 1/4 drive 13 millimeter socket

Use a screwdriver to pry the cover off the end of the dash.

Disconnect the yellow air bag plug by pulling the safety lock and pushing on the clip with a screwdriver

Pull out and disconnect the black multi plug

Do the same with the antenna wire

Stuff both back into the dash

Use a 13 millimeter socket to remove the two bolts from the dash

Use a 10 millimeter socket to remove the bolt at the bottom corner of the dash

Repeat this process on the other side of the dash

Remove the plastic knee panel located below the steering assembly

Use a knife or a small screwdriver to disconnect the trunk release connector

Pull out the main dash multi plug and disconnect it by squeezing the black tabs and then flipping the white handle over

Use wire cutters to free the multi plug wiring from the dash

Use a 10 millimeter socket to remove the center dash support, there is one on each side of the tunnel

Use zip-ties to keep the BCM plugs up and out of the way

Use a 13 millimeter socket to remove the nut in the center of the AC lines

Remove the upper AC line and bend the lower AC line out of the way

Pry the fuel line off the dash firewall and move it out of the way

Move the evap line out of the way

Pry the brake line free from the dash firewall and push it down

Use pliers to remove the brake booster vacuum line

Use a 13 millimeter wrench to remove the brake lines from the master cylinder

Remove the master cylinder using a 13 millimeter socket

Place the self-locking nuts back on the booster for later use

Pry the power steering wire off of the firewall

Remove the seven firewall nuts using a 10 millimeter socket

Pry the dash firewall away from the body firewall

Push the collapsible steering shaft out of the way

With one person supporting the dash on each side, pull the dash back and lower it down

Remove the dash from the driver's side of the donor

## Disassembly part 6-Removing the Wiring Harness

Start by pulling out the firewall padding

Disconnect the door ajar sensor located in the frame behind the plastic cover

Using pry bar to free their front passenger side wiring from the donor

Disconnect the airbag control module by sliding the red lock tab out and the brown slider over

Use a 10 millimeter socket to remove the console mount

Use the same 10 millimeter socket to remove the ground near the parking brake

Disconnect the parking brake sensor plug by using a knife or a small screwdriver

Free the wiring harness from the crossover

From the engine bay use a 10 millimeter socket to remove the shifter cable

Use a screwdriver to pop out the large main harness grommet

One by one guide the engine bay plugs through the firewall

Pull the positive battery cable through the firewall

Disconnect the driver side door ajar switch and then pry the front driver side wiring harness free from the donor

If your donor is a coupe unplug the backup lights from the trunk lid

Use a 10 millimeter socket to remove the center brake light nuts

Push in on the two plastic tabs to release the brake light from the trunk lid

Use a knife or a small screwdriver to disconnect the plug

Find a thin metal lock retainer inside the trunk lid and slide it toward the passenger side until it comes free

Lift the lock mechanism and remove it from the trunk lid

Use a 10 millimeter socket to remove the three bolts holding the trunk latch

Next press the two tabs down and push the latch through the trunk lid

Now use a knife or a small screwdriver to disconnect the latch plug

Work your way across the trunk lid freeing the wiring harness

If your donor is a coupe use a Philips head screwdriver to remove the side marker lights

Remove the plastic nuts and pull out the carpet from both sides of the trunk

Pull out the driver side marker light wiring

Use wire cutters to cut the license plate wires

Use a screwdriver to unplug the rear speakers

Pull back on the trunk light to release it and use a small knife or a screwdriver to disconnect the plug

Disconnect the passenger side tail light and cut the antenna wire

Use a 13 millimeter socket to remove the ground cable and sensor

Use a screwdriver to disconnect the BCM power cable

Work your way across the back of the trunk cutting the plastic clips to free the harness

Disconnect the driver side tail light

Cut the rear seatbelts to get them out of the way

Use a 13 millimeter socket to remove the headrest

Pull on the package tray cover to release it

Unplug the XM radio module

Use a 10 millimeter socket to remove the two grounds from the package tray

Use a 10 millimeter socket to remove the OnStar module

Disconnect the wiring harness from the OnStar module

Work your way toward the driver side freeing the harness as you go

Disconnect the black headliner plug

Disconnect the rear defroster wire

Use a screwdriver to disconnect the driver side airbag

Remove the access cover and pulled the trunk wires into the cabin

Do the same for the passenger side wiring

Cut the wiring harness near the fuel pump junction

Remove the main wiring harness from the donor and store it with your other donor pieces

Use a 15 millimeter socket to remove the four rear seat support bolts, you'll be reusing these bolts in your Goblin

## Disassembly part 7-Disassembling the dash

With the dash upside down, disconnect the 2 outer plugs from the power steering module



Use a 7mm socket to remove the 6 screws and brace near the column

Use a 13mm socket to remove the 3 bolts that secure the column to the dash

Use a 7mm socket to remove the lower covers from the column

Reinstall 2 of the screws into the ignition switch

Disconnect the ignition switch plugs

Disconnect and remove the turn signal switch

Disconnect and remove the wiper switch

Disconnect the airbag and steering wheel controls

Remove the steering column from the dash

Use a 13mm socket to remove the collapsible steering shaft

Use wire cutters to peel off the metal boot clamp

Separate the large rubber boot from the rubber seal and slide it off the shaft

Using wire cutters, cut through one half of the rubber seal and remove it

Use a 10mm wrench to separate the power steering unit from the column tube

Reinstall the bolts into the unit

Push a small rod or allen wrench into the holes on the backside of steering wheel to release the airbag

Pinch the tabs on the airbag plugs to remove them

Use a 21mm socket to remove the steering wheel nut

Hammer the back of the steering wheel to release it from the steering shaft

Use a screw or a pry bar to pry the metal strap over the rectangle boss



Pry the strap away from the column

Turn the key to the run position to unlock the ignition switch and remove the switch from the column

Rotate the strap back and forth while loosening the security shear bolt to remove it. An alternate way is to cut a slot in the head of the bolt and use a flat headed screw driver to remove it



Use a wire cutter to bend the bearing retainer stakes out of the way



Use snap ring pliers to remove the snap ring and then push the steering shaft through

Use the steering shaft to knock the bearing out of the housing

Temporarily replace the bearing, snap ring, and nut



Use a 10mm socket to disconnect the brake booster from the pedal

Replace the foam spacer and nut

Use a 13mm socket to remove the locking nuts that attach the brake booster

Replace the locking nuts on the brake booster

Remove the power steering wiring harness

Using a 13mm socket remove the bolt and lay the pedal assembly on its side

Disconnect the throttle pedal position sensor and the brake light switch

Use a screw driver to remove the OBD2 plug from the dash

Use a screw driver to pry off the trim plate across the front of the dash

Disconnect any wires that attach to the trim plates

Use a screw driver to remove the center bezel

Disconnect the passenger airbag warning light

Use a 7mm socket to remove the radio from the dash

Disconnect the antenna and plugs from the radio

Use a 7mm to remove the climate control switches

Disconnect the 3 plugs from the climate control

Open the glove box and use wire cutters to cut the descent control string on the right

Remove the glove box

Use a 7mm socket to remove the screws holding the dash cover

Open the cover located in the glovebox area

Use a 10mm socket to remove the bolts holding the passenger side airbag

Separate the dash cover from the dash far enough to gain access to the hazard light plug

Disconnect the hazard light plug

Disconnect the harness from the gauge panel

Use a 7mm socket to remove the 4 screws attaching the gauge panel

Use a 7mm socket to remove the air ducts

Disconnect the light sensor

Snap out the key fab/tire pressure monitor and disconnect it



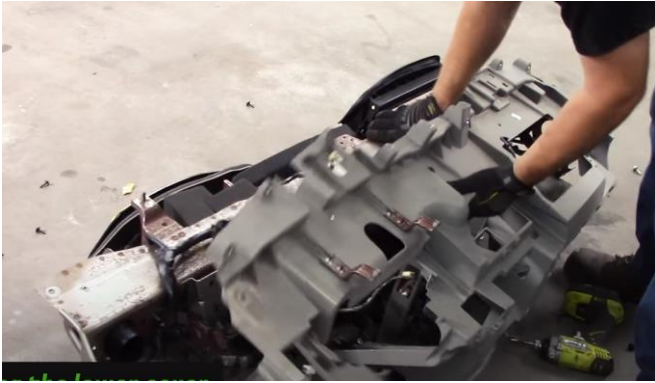
Using a 7mm socket, work your way across the dash removing any remaining screws

Use a 10mm socket to remove the 4 nuts across the front

Remove the 3 Philips screws near the bottom (climate control area)

Use a 7mm socket to remove the screws attaching to glove box loop

Tap the plastic dash support structure away from the steel frame and remove it



Using wire cutters, work your way across the steel frame to free the harness

Use a 10mm socket to disconnect the wiring harness grounds

Collect and sort the fasteners

## Disassembly part 8-Stripping the rear

Use a 19mm socket to remove the rear tires

Use a mallet to knock the brake drums loose and remove them from the bearing hubs

Use a jack to raise the trailing arm until the spring compresses

Use an 18mm socket to remove the upper shock bolt

Lower the jack and remove the coil spring

Use a 15mm socket to remove the 4 bearing hub nuts

Remove the bearing hub and reinstall the nuts

Before removing the brake lines, you should drain them with a vacuum pump

Use a 13mm wrench to loosen the tube nuts that are threaded into the rubber brake lines

Pry off the steel retaining clips and remove the rubber lines

Disconnect the vent and evap lines by squeezing the release buttons

Disconnect the fuel pump wires from the fuel pump junction



Cut the wires going to the evap canister

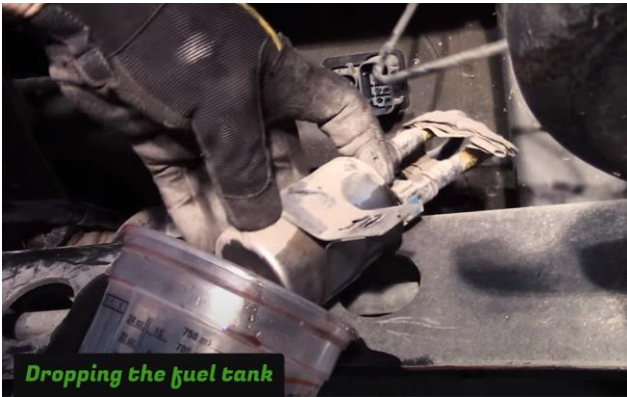


Use a 10mm socket to remove the fuel filter

Use a 3/8 disconnect tool to disconnect the fuel line



Tip the filter over to drain it



Squeeze the release buttons on the nylon lines to release the fuel filter

Drain the other end of the fuel filter and the nylon lines

Loosen the fuel filler hose that is slipped over the steel fuel filler neck

Use a 13mm socket to remove the tank straps

After removing the straps, tuck the filler hose, fuel lines and wires over the axel beam and pull down the passenger side of the tank

Push the tank around to get it to drop down past the exhaust

Use a T-30 Torx socket to remove the filler neck screws

Remove the fuel cap tether by collapsing the retaining barbs from the backside with a small piece of hose

Use a hammer and a paint scraper to break the clips on the inner fender well of the passenger side of the donor

Use a 10mm socket to remove the single fender well bolt

Work your way around the outer edge to free the inner fender well

Use a 10mm socket to remove the fuel filler neck bolt

Remove the filler neck and reinstall the screws in the filler neck

Carefully remove the plastic fuel lines from the tank. Try not to put too much force on the plastic lines near the fuel pump

Disconnect the fuel pump harness

Use a hammer and a screw driver to unlock the fuel pump retainer

Lift the pump out of the tank

If your donor was a lower emission model, your fuel pump will be attached to the bottom of the tank. You will need to purchase a standard cobalt pump

Be sure to save the rubber o-ring under the pump

Put your donor onto a large furniture dolly and throw it away