

under the transfer case and raising it about $\frac{3}{4}$ to 1 inch without needing to remove the transmission cross-member.

7. This allowed me to use a #30 torx bit and turn it with a $\frac{1}{4}$ open-end wrench to remove the bolts.



8. With the old pan removed I am happy to see that after 109K the oil is in pretty good condition, no burnt smell, very little material on the magnets not much sludge in the bottom, but the oil is very dark.



9. The old oil pan has a $\frac{1}{2}$ thick flange so the old bolts will be $\frac{1}{2}$ too long. I bought 21 new bolts with #10 hex head and added a lock washer.



10. The new pan did not have a magnet so instead of using the old ones and hoping it doesn't move around I left it off. The old magnets had very little material on it after 109K so I think it will be fine for the next 50-60K.