PEM Racing Gears and Drivetrain

pemracing.com

SECOND EDITION

Axles
Drive Shafts
Quick Changes
Rear End Gears
Rear End Housings
Rear End Tools
REM® ISF Finished Bearings

P 636-629-6200 | F 636-629-6207 | www.PEMRacing.com
Purchasers understand and recognize that racing parts, specialized street rod equipment, and all other parts and services sold by PEM, LLC are exposed to many and varied conditions due to the manner in which they are installed and used. Except for certain limited warranties, if any, set forth in PEM, LLC’s current catalog with respect to the products and/or parts thereof identified on your invoice, each product, and each part thereof, is sold “as is”, and “with all faults” and PEM, LLC makes no warranties either expressed or implied, written or oral, with regard such products and services including, without limitation, any warranty of merchantability or fitness for a particular purpose. Without limiting the foregoing, there is no warranty expressed or implied as to whether the goods sold hereby will protect purchasers or ultimate end-users of such products and parts from injury or death. In no event shall PEM, LLC be liable for any special, incidental or consequential damages, or any other damages whatsoever arising out of or connected with the use or misuse of the products and each part thereof. Purchasers acknowledge and agree that no person, entity or agent of PEM, LLC has any authority to make any statement contrary to this disclaimer and that any warranty statements or representations allegedly made on behalf of PEM, LLC by and such person, entity or agent are void. Purchasers are relying solely on their own skill and judgment to select, purchase and use suitable products and assume all responsibility and risk with regard thereto. Items sold in this catalog are for racing vehicles which are not approved or intended for street or highway use.

ORDERING
Order by part number. PEM will not be responsible for incorrect orders placed by description only. Specify shipping instructions when order is placed; otherwise, we will use our discretion. Specialized or custom parts cannot be cancelled after order is in process.

SHIPPING
Orders can be shipped COD by certified check or money order, Visa, Mastercard or Discover. PEM offers UPS and Spee Dee Delivery. (see maps for service in your area) Shipping damages must be reported immediately to your carrier. ( SPEE DEE DELIVERY ) damages must be reported within 2 business days of receipt to PEM.

TERMS & CONDITIONS
All prices are subject to change without notice. All credit card transactions will incur a 1% checkout fee. All NSF checks will be charged a service fee of $25.00. All invoices over 30 days will be charged a 1.5% monthly finance charge. Any open accounts over 30 days old will be put on C.O.D.

RETURN POLICY
IMPORTANT: ALL returns must include a Return Goods Authorization Number (RGA #). The issuance of a RGA # does not constitute a guarantee of credit or replacement. Credit, refund or replacement will only be issued after an inspection and determination at our discretion. No returns are accepted on special orders or custom merchandise, obsolete products, damaged, used or altered merchandise. ALL returns must include: RGA # on the outside of the box, proof of purchase and contact information. Returns must be freight pre-paid. ALL unused returns are subject to a 15% restocking fee.

DISCLAIMER
Street rodning, street rod builders, racing, race car building, motorsports and associated activities can be dangerous. No warranty or representation is made as to the ability of the merchandise appearing in this catalog to protect the user from injury or death. The user assumes ALL risk! PEM is not responsible of any typographical errors, printing errors or misinterpretations. We disclaim any responsibility of any application or specification errors. Also, please be advised that PEM reserves the right to change the pricing and policies in regards to this catalog without notice.
All our quick changes are manufactured with magnesium/aluminum alloy, heat treated lower shaft, roller pinion nose bearing, and aluminum posi nut.

PEM GN complete assembly uses PEM 5 x 5” 2.5” GN hubs, .810 brake rotors and PEM solid wide 5 axles.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>QCNT</td>
<td>quick change assembly / no tubes</td>
</tr>
<tr>
<td>QCSTGN</td>
<td>quick change assembly with steel .188” centerless ground 2.5” GN tubes</td>
</tr>
<tr>
<td>QCKSTGN5</td>
<td>quick change assembly with 5 x 5” hubs and solid axles</td>
</tr>
<tr>
<td>QCSTW5</td>
<td>quick change assembly with wide 5 steel tubes</td>
</tr>
<tr>
<td>QCATW5</td>
<td>quick change assembly with wide 5 aluminum tubes</td>
</tr>
</tbody>
</table>

Please specify on above assemblies; 4:11 or 4:86, width of rear end and either centered pinion or offset requested.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>QCNT-Max</td>
<td>quick change assembly / no tubes</td>
</tr>
<tr>
<td>QCSTGN-Max</td>
<td>quick change assembly with steel .188” centerless ground 2.5” GN tubes</td>
</tr>
<tr>
<td>QCKSTGN5-Max</td>
<td>quick change assembly with 5 x 5” hubs and axles</td>
</tr>
<tr>
<td>QCSTW5-Max</td>
<td>quick change assembly with wide 5 steel tubes</td>
</tr>
<tr>
<td>QCATW5-Max</td>
<td>quick change assembly with wide 5 aluminum tubes</td>
</tr>
</tbody>
</table>

**MAX Option quick change rears** have black thermal coat, billet rear cover, all REM internals for low drag, lightened spool, gun drilled lower shaft, gun drilled axles and breather kit.

Please specify on above assemblies; 4:11 or 4:86, width of rear end and either centered pinion or offset requested.

**OPTIONS:**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>QCO1000</td>
<td>Lightened Spool</td>
</tr>
<tr>
<td>QCO1100</td>
<td>9.5” outside diameter ring gear</td>
</tr>
<tr>
<td>QCO1200</td>
<td>9.0” outside diameter ring gear (crate)</td>
</tr>
<tr>
<td>QCO1300</td>
<td>Black thermal coating</td>
</tr>
<tr>
<td>QCO1400</td>
<td>REM finish ring &amp; pinion</td>
</tr>
<tr>
<td>QCO1500</td>
<td>REM finish all bearings and races</td>
</tr>
<tr>
<td>QCO1600B</td>
<td>Gun drilled Black Axle Option Pair</td>
</tr>
<tr>
<td>QCO1700</td>
<td>.125” wall chrome moly tubes</td>
</tr>
<tr>
<td>QCO1750</td>
<td>.188” wall chrome moly tubes</td>
</tr>
<tr>
<td>QCO1800</td>
<td>Black anodized billet rear cover</td>
</tr>
<tr>
<td>QCO1900</td>
<td>Wilwood spec 37 brake rotors</td>
</tr>
<tr>
<td>QCO2000</td>
<td>Gun drilled lower shaft</td>
</tr>
<tr>
<td>QCO2100</td>
<td>Assembled Box – does not include the truck freight</td>
</tr>
<tr>
<td>QCO2200</td>
<td>Upcharge to install 5/8th steel tube on left rear GN rearend</td>
</tr>
<tr>
<td>QCO2250</td>
<td>Upcharge to install 5/8th steel tube on left rear wide 5 late model rearend</td>
</tr>
<tr>
<td>QCO2300</td>
<td>Upcharge to prep for breather kit</td>
</tr>
<tr>
<td>QCO2400</td>
<td>Upcharge for GM mounts metric single hole</td>
</tr>
<tr>
<td>QCO2450</td>
<td>Upcharge for GM mounts metric multi hole</td>
</tr>
</tbody>
</table>
PEM Premium LW Quick Change Gears

High strength alloy steel with REM® ISF Microfinished surface treatment to run cooler. Reduces your rotating weight.

Racer Price $139.00

PEM Standard Quick Change Gears

High grade gear steel, hobbed and fully heat treated.

Racer Price $69.00

PEM Standard Quick Change Gears can be REM® ISF Microfinished at an additional charge.
PEM Quick Change Ring & Pinions

**QC411R&P** 4.11 Ring & Pinion Bare
**QC486R&P** 4.86 Ring & Pinion Bare
**QC411R&PLW** 4.11 Ring & Pinion 9.5” LW Bare
**QC486R&PLW** 4.86 Ring & Pinion 9.5” LW Bare
**QCR&P411LOAD9** 4.11 Ring & Pinion Loaded
**QCR&P486LOAD9** 4.86 Ring & Pinion Loaded
**QCR&P411WLOAD** 4.11 Ring & Pinion 9.5” Loaded
**QCR&P486WLOAD** 4.86 Ring & Pinion 9.5” Loaded

All loaded ring & pinions have an aluminum posi nut installed and also come with the roller nose bearing.

REM® ISF Finishing available at additional charge.
REM is a registered trademark of REM Chemicals Inc. registered in the U.S. Patent and Trademark Office.

---

**QCC0010** center section case only - bare
**QCC0020** drivers 6 rib side bell only - bare
**QCC0030** passenger 6 rib side bell only - bare
**QCC0020K** drivers 6 rib side bell kit, plugs and race
**QCC0030K** passenger 6 rib side bell kit, plugs and race
**QCC0040** back cover plate - bare
**QCC0040K** back cover assembly with bearings and retainers
**QCC0050** wide 5 aluminum tube up to 30 3/16”
**QCC0060** lower solid thru shaft
**QCC0080** yoke seal plate - bare
**QCC0080o** yoke seal plate o-ring
**QCC0090** forged yoke - 1310 series
**QCC0100** rear pinion retainer plate
**QCC0101** pinion retainer lock washer
**QCC0102** spacer under pinion retainer
**QCC0103** posi lock nut alum. for pinion RH thread
**QCC0104** rear cover gasket heavy duty, steel core
**QCC0105** rear cover gasket
**QCC0106K** yoke support bolt kit 6 piece kit
**QCC0107** carrier seal
**QCC0108** back cover bearing standard
**QCC0111** pinion retainer bolt and washer kit
**QCC0120** lower shaft bearing retainer - snap ring
**QCC0121o** rear yoke plate o-ring
**QCC0122** back cover bearing retainer bolts
**QCC0123** back cover bearing retainer - aluminum
**QCC0125** 3/8” allen head pipe plug, aluminum
**QCC0126** yoke seal
**QCC0128K** passenger side inspection/fill plug with o-ring
**QCC0129K** tube bolt & washer kit 6 piece kit
**QCC0131/2K** ring gear bolt and washer kit 12 pcs each
**QCC0135** thrust jam nut - aluminum
**QCC0136** thrust flat washer - aluminum
**QCC0137** thrust block
**QCC0137K** thrust block assembly kit
**QCC0139K** breather kit
**QCC0140K** thru bolt kit with short bolts 12 piece kit
**QCC0145** pinion thrust washer
**QCC0146** lower bearing retainer
**QCC0147** big bearing for only BB Billet back cover
**QCC0231** wide 5 alum snout nut with locking system
**QCC0239** pinion tapered roller bearing
**QCC0251** pinion bearing kit - 2 bearings, race and spacer
**QCC0270** pinion race - holds 2 bearings
**QCC0270** rear lower shaft bearing 6307ZZ
**QCC0278** front lower shaft bearing 6207ZZ
**QCC0282** rebuild kit with all bearings/races/seals/o-rings
for a PEM or Winters Sprint center unit

**QCC0310** back cover stud
**QCC0315** back cover stud kit - 10 piece kit
**QCC0314K** aluminum plug with o-ring
**QCC0315K** spur gear inspection plug with o-ring
**QCC0316** yoke bolt only
**QCC0316K** yoke bolt and washer kit
**QCC0317** washer for yoke
**QCC0318** side bell o-ring - thin square

**QCC0319** back cover tall nut - aluminum
**QCC0319K** back cover tall nuts - 10 piece kit
**QCC0320** lower shaft bearing retainer - snap ring
**QCC0321o** rear yoke plate o-ring
**QCC0322** back cover bearing retainer bolts
**QCC0323** back cover bearing retainer - aluminum
**QCC0325** 3/8” allen head pipe plug, aluminum
**QCC0326** yoke seal
**QCC0328K** passenger side inspection/fill plug with o-ring
**QCC0329K** tube bolt & washer kit 6 piece kit
**QCC0331/2K** ring gear bolt and washer kit 12 pcs each
**QCC0335** thrust jam nut - aluminum
**QCC0336** thrust flat washer - aluminum
**QCC0337** thrust block
**QCC0337K** thrust block assembly kit
**QCC0339K** breather kit
**QCC0340K** thru bolt kit with short bolts 12 piece kit
**QCC0345** pinion thrust washer
**QCC0346** lower bearing retainer
**QCC0347** big bearing for only BB Billet back cover
**QCC03231** wide 5 alum snout nut with locking system
**QCC03282** pinion tapered roller bearing
**QCC03251** pinion bearing kit - 2 bearings, race and spacer
**QCC03270** pinion race - holds 2 bearings
**QCC03278** rear lower shaft bearing 6307ZZ
**QCC03279** front lower shaft bearing 6207ZZ
**QCC03282** rebuild kit with all bearings/races/seals/o-rings
for a PEM or Winters Sprint center unit

**QCC0310** back cover stud
**QCC0315** back cover stud kit - 10 piece kit
**QCC0314K** aluminum plug with o-ring
**QCC0315K** spur gear inspection plug with o-ring
**QCC0316** yoke bolt only
**QCC0316K** yoke bolt and washer kit
**QCC0317** washer for yoke
**QCC0318** side bell o-ring - thin square

**REM® ISF Finishing available at additional charge.**

**REM** is a registered trademark of REM Chemicals Inc. registered in the U.S. Patent and Trademark Office.

---

**PEM QC Aluminum Spools**

**QCFSA31** aluminum spool 2.032” journal
**QCFSA31L** lightened aluminum spool

**SPOOL Bearings, Races and Shim Kit**
**P368S** 2.032” spool bearing
**P368A** 2.000” spool bearing
**P362A** race for P368S and P368
**QCC0133** spool Shim Kit - 12 piece kit

REM® ISF Finished BEARINGS on pages 28-29
**Wide 5 HIGH TEST Gun-drilled Axle**
High strength alloy steel. Backed by extensive testing. Axle includes aluminum plug for spacer bolt. Fits 31 spline spool and 24 spline outer drive flanges.

**Wide 5 Polished Gun-drilled Axle**
Polished for a smooth seal finish. Axle includes aluminum plug for spacer bolt. Fits 31 spline spool and 24 spline outer drive flanges.

**GDW5###31-A**
Available lengths: 31, 31.5, 32, 33, 33.5, 34, 34.5, and 35"

**Wide 5 American Manufactured Solid Axle**
W30531A 30.5" long 31 spline solid wide 5 axle for quick change rear, 24 spline outer for drive flange.

**Wide 5 American Manufactured Solid Axle**
W30531A 30.5" long 31 spline solid wide 5 axle for quick change rear, 24 spline outer for drive flange.

**5/8 and 3/4" HEAVY WALL TUBES for GN 2.5" and wide 5 Snouts**
Centerless Ground Tubing
Tubes weigh from 18-24 lbs. heavier than a .188” wall steel tube (depending on length of tube)

**TWSnout##QCB**
..125, .188, .250, .625, and .750” wall steel tubing centerless ground. Available lengths; 22, 23, 24, 25, 26, 29, and 32”. These tubes are measured total length. For example, a 60” centered pinion GN quick change takes two 24” tubes. Retainer bolt holes must be drilled and tapped after installation. Plug welded snout.

**Conversion Kit for Quick Change to GN Steel Tubes**
Change an aluminum tube quick change over to a 2.5” GN steel tube quick change. You must specify the track width you want.

**Wide 5 Steel Tube**
Available in centerless ground .188, .250, .625, .750” DOM Steel. Specify length from bearing step to end of tube. Plug welded snout.

**Wide 5 Aluminum Tube**
T6061 Aluminum black anodized
B measurement-
Measure from bearing step to end of tube

**QCC0050-32** for 32”axle - stock B measurement 20.5"
**QCC0050-33** for 33” axle - stock B measurement 21.5"
**QCC0050-34** for 34” axle - stock B measurement 22.5"
**QCC0050-35** for 35” axle - stock B measurement 23.5"
**QCC0050-36** for 36” axle - stock B measurement 24.5"
**QCC0050-CTL** we cut to your B measurement

**QCC0231 wide 5 aluminum locking hub nut kit**
### Replacement Parts for Quick Change Rear Ends

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Stock Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>9″ OD Quick Change Ring &amp; Pinion (only for crate motors)</td>
<td>QCC0090 QC yoke, QCC0116K yoke bolt and washer N1-0089L 1310 u-bolts, pair</td>
</tr>
<tr>
<td>Forged 1310 Quick Change Yoke 10 spline, use with u-bolts. Does not use spacer. Forged to be stronger than cast.</td>
<td></td>
</tr>
<tr>
<td>Aluminum Tall High Nuts for Sprint Style Flat Rear Cover.</td>
<td>QCC0119 one piece, QCC0119K 10 piece kit</td>
</tr>
<tr>
<td>Rear Cover Gasket for 10 bolt quick change flat cover, sprint style.</td>
<td>QCC0140 HD with steel core paper composite</td>
</tr>
<tr>
<td>Rear Cover Stud</td>
<td>QCC0113 one piece, QCC0113K 10 piece kit</td>
</tr>
<tr>
<td>Heat Treated Lower Shaft fits PEM, Winters and DMI quick change, 10 spline.</td>
<td>QCC0103 Posi Lock Pinion Nut right hand thread. Aluminum Locking Nut for Pinion with RH thread. Fits full size 10” rear end.</td>
</tr>
<tr>
<td>QCC0139K quick change breather kit, fitting and hose</td>
<td></td>
</tr>
<tr>
<td>Threaded Ring Gear Bolt and Washer Kit with 3/8-24 thread, 1-1/8” long, Grade 8 hex head steel bolts, 12 bolts and 12 Belleville washers.</td>
<td>QCC0131/0132K</td>
</tr>
<tr>
<td>Quick Change Rebuild Kit with all bearings and seals for PEM and Winters Sprint Center Rear.</td>
<td></td>
</tr>
<tr>
<td>Fits standard pinion (not spread pinion). Choose standard or big bearing cover. QCCRBK 2.032” QCCRBK BBC 2.032”</td>
<td></td>
</tr>
<tr>
<td>Rear Cover Assembly</td>
<td>QCC0040K with caps QCC0040B BBK black billet big bearing cover</td>
</tr>
<tr>
<td>Side Bell O-Ring Thin square fits PEM, DMI and Winters Sprint Center.</td>
<td>QCC0118</td>
</tr>
<tr>
<td>Plugs with O-Ring</td>
<td>QCC0114K back cover (2 needed) and passenger side fill level plug QCC0115K center section QCC0128K passenger side bell</td>
</tr>
</tbody>
</table>
Assembled Center Sections

CSMS 9 inch Ford with mini spool. New PEM nodular iron case, pinion support, yoke and competition ring & pinion with steel mini spool (28 or 31 spline). Reconditioned mini spool carrier.

CSFS 9 inch Ford with full steel spool. All New with PEM nodular iron case, pinion support, yoke and competition ring & pinion with steel lite full spool (28 or 31 spline). All new assembly.

CSFSXLW 9 inch Ford Xtreme Gear with full steel spool and PEM nodular iron case and pinion support. Xtreme Gear offset ring & pinion, steel spool (28 or 31 spline). All new assembly.

CSTL 9 inch Ford street with trac loc and PEM nodular iron case and pinion support, US Gear ring & pinion, trac loc clutch style differential (28 or 31 spline) and premium bearings. All new assembly.

Options:
- REM® Micro Finishing
- Additional Ring Gear Lightening
- Daytona Pinion Support

“Brute” Nodular Iron Center Section with steel spool, nodular iron case and Daytona support 8620 ring & pinion, steel spool in 28, 31, 33, 35 or 40 spline. All new assembly.

Ratios Available: 3.25 thru 7.33.

Optional Aluminum Daytona Support

“Brute” Nodular Iron Drag Race Center Section with steel spool (28, 31, 35 or 40 spline), 9310 PRO ring & pinion, nodular iron case and Daytona support All new assembly.

Ratios Available: 3.50 thru 4.88.

Optional Aluminum Daytona Support

Drag Race Yukon Gear Aluminum Bolt Thru 3.25” Carrier Bearing Case with 10 bolt pinion support, steel spool (35 or 40 spline) and 9310 PRO 35 spline ring & pinion, billet chrome moly yoke and premium bearings. All new assembly.

Ratios Available: 3.50 thru 4.57.

Yukon Gear Aluminum Bolt Thru 3.25” Carrier Bearing Case with 5 bolt aluminum Daytona pinion support. Standard 8620 28 spline ring & pinion, steel spool (28, 31, 33, 35 or 40 spline), billet chrome moly yoke and premium bearings. All new assembly.

Ratios Available: 3.25 thru 7.33.
Xtreme Gear 9 inch Ford Ring & Pinion
8620 steel
Ratios Available: 4.11, 4.30, 4.56, 4.64, 4.71, 4.86, 5.00, 5.14, 5.29, 5.43, 5.67, 5.83, 6.00, 6.20, 6.33 and 6.50.

Ratios Available: 3.00, 3.25, 3.50, 3.70, 3.89, 4.11, 4.30, 4.56, 4.71, 4.86 and 5.14.

US Gear 9 inch 9310 Pro 35 spline Ring & Pinion
Ratios Available: 3.40, 3.50, 3.60, 3.70, 3.89, 4.11, 4.29 and 4.57.

US Gear 9 inch 9310 Pro 28 spline Ring & Pinion
Ratios Available: 4.86, 5.14, 5.29, 6.00, 6.20, and 6.50.

US Gear sets the standard for high-quality gear sets. Racing professionals and performance enthusiasts have trusted US Gear products for more than 40 years. These gear sets are manufactured in the United States to the highest material and process standards. They are all made with pride in America's heartland!

9 inch Ford Ring & Pinion
8620 steel
Ratios Available: 3.50, 3.70, 3.89, 4.11, 4.30, 4.56, 4.71, 4.86, 5.00, 5.14, 5.29, 5.43, 5.67, 5.83, 6.00, 6.20, 6.33 and 6.50.

Lightweight 9 inch Ford Ring & Pinion
New Ratios Available: 5.37, 5.50 and 5.57

9 inch Ford Ring & Pinion
New Ratios Available: 5.37, 5.50 and 5.57

GM 7.5 inch Ring & Pinions
Ratios Available: 3.42, 3.73, 4.10 and 4.56.

GM 8.5 inch Ring & Pinions
Ratios Available: 3.08, 3.42, 3.73, 4.10 and 4.56.

GMRGSK 7.5” Ring Gear Spacer Kit with bolts.

Ford 8.8” inch Ring & Pinions
Ratios Available: 3.55, 3.73 and 4.10.

Xtreme Gear 9310 PRO 35 Spline Pinion
9” Ford Ring & Pinion
Ratio Available: 4.29
Spools in 35 and 40 spline.

Xtreme Gear
Requires matching offset spool

Lightweight 9 inch Ford Ring & Pinion
8620 steel
Ratios Available: 4.11, 4.30, 4.56, 4.64, 4.71, 4.86, 5.00, 5.14, 5.29, 5.43, 5.67, 5.83, 6.00, 6.20, 6.33 and 6.50.

Xtreme Gear
9 inch Ford Ring & Pinion
8620 steel
Ratios Available: 3.50, 3.70, 3.89, 4.11, 4.30, 4.56, 4.71, 4.86, 5.00, 5.14, 5.29, 5.43, 5.67, 5.83, 6.00, 6.20, 6.33 and 6.50.

Xtreme Gear
9310 PRO 35 Spline Ring & Pinion
Ratios Available: 3.40, 3.50, 3.60, 3.70, 3.89, 4.11, 4.29 and 4.57.

Xtreme Gear
9310 PRO 28 Spline Ring & Pinion
Ratios Available: 4.86, 5.14, 5.29, 6.00, 6.20, and 6.50.

Xtreme Gear
9 inch Ford Ring & Pinion
8620 steel
Ratios Available: 3.50, 3.70, 3.89, 4.11, 4.30, 4.56, 4.71, 4.86, 5.00, 5.14, 5.29, 5.43, 5.67, 5.83, 6.00, 6.20, 6.33, 6.50, 6.66, 6.83 and 7.00.

All GM ring & pinions we stock are for cars and have the narrow ring gear.
<table>
<thead>
<tr>
<th>Spools, Mini Spools and Spindles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lite 9 inch Ford Spool</strong></td>
</tr>
<tr>
<td>The industry standard for dirt track racing.</td>
</tr>
<tr>
<td>1.78” journal size</td>
</tr>
<tr>
<td><strong>FS28</strong> 6.25 lbs. 28 spline</td>
</tr>
<tr>
<td><strong>FS31</strong> 6.05 lbs. 31 spline</td>
</tr>
<tr>
<td><strong>Drag Spool 9 inch Ford</strong></td>
</tr>
<tr>
<td>strong tapered body.</td>
</tr>
<tr>
<td>1.78” journal size</td>
</tr>
<tr>
<td><strong>FS28DS</strong> 8.55 lbs. 28 spline</td>
</tr>
<tr>
<td><strong>FS31DS</strong> 8.30 lbs. 31 spline</td>
</tr>
<tr>
<td><strong>Scalloped LW 9 inch Ford Spool</strong></td>
</tr>
<tr>
<td>9 inch Lightened in the ring gear bolt pattern.</td>
</tr>
<tr>
<td>1.78” journal size</td>
</tr>
<tr>
<td><strong>FS28LW</strong> 6.00 lbs. 28 spline</td>
</tr>
<tr>
<td><strong>FS31LW</strong> 5.85 lbs. 31 spline</td>
</tr>
<tr>
<td><strong>Ford 8.8 inch Spool</strong></td>
</tr>
<tr>
<td>FS8831 Ford 8.8” 31 spline spool for upgrading your 8.8” to 31 spline.</td>
</tr>
<tr>
<td><strong>Chrysler Spool</strong></td>
</tr>
<tr>
<td>FS87530 8.75”</td>
</tr>
<tr>
<td>Chrysler Full Spool 30 spline.</td>
</tr>
<tr>
<td><strong>GM Spools</strong></td>
</tr>
<tr>
<td>FS1230 30 Spline 12 Bolt GM</td>
</tr>
<tr>
<td>Spool 8.5” 10 bolt GM</td>
</tr>
<tr>
<td><strong>FS8528</strong> 8.5” 10 bolt 28 Spline</td>
</tr>
<tr>
<td><strong>FS8530</strong> 8.5” 10 bolt 30 Spline</td>
</tr>
<tr>
<td>* All our GM spools fit Car rear ends, not trucks.</td>
</tr>
<tr>
<td><strong>Dana Spools</strong></td>
</tr>
<tr>
<td>FSD4430 Dana 44 Full Spool 30 spline. Ratio 3.92 and higher ratios.</td>
</tr>
<tr>
<td>FSD6035 Dana 60 Full Spool 35 spline. Ratio 4.56 and higher ratios.</td>
</tr>
<tr>
<td><strong>9 inch Ford Mini Spool</strong></td>
</tr>
<tr>
<td><strong>MS928</strong> 28 spline</td>
</tr>
<tr>
<td><strong>MS931</strong> 31 spline</td>
</tr>
<tr>
<td><strong>MSCP</strong> cross pin .750” OD</td>
</tr>
<tr>
<td><strong>8.8 inch Ford Mini Spool</strong></td>
</tr>
<tr>
<td><strong>MS8828</strong> 28 spline</td>
</tr>
<tr>
<td><strong>MS8831</strong> 31 spline</td>
</tr>
<tr>
<td><strong>88MSCP</strong> cross pin .875” OD</td>
</tr>
<tr>
<td><strong>4 piece Mini Spools</strong></td>
</tr>
<tr>
<td><strong>MS1230</strong> 12 bolt GM 30 spline</td>
</tr>
<tr>
<td><strong>MS7526</strong> 7.5 GM 26 spline</td>
</tr>
<tr>
<td><strong>MS7528</strong> 7.5 GM/Ford 28 spline</td>
</tr>
<tr>
<td><strong>MS8828</strong> 8.2 GM 28 spline</td>
</tr>
<tr>
<td><strong>MS8852</strong> 8.5 GM 28 spline</td>
</tr>
<tr>
<td><strong>MSD44-30</strong> Dana 44 30 spline</td>
</tr>
<tr>
<td><strong>Dana 44/60 Front Spindles</strong></td>
</tr>
<tr>
<td>SpD4473-76.5 Dana 44 Large Bearing 73-76.5 Chevy and GMC 1/2 ton, K10 pick up, K5 Blazer, Jimmy and Suburban, 74-76 Jeep Wagoneer and Cherokee, 66-77 Ford Bronco</td>
</tr>
<tr>
<td>SpD4476-77 Dana 44 Small Bearing 76-77 F250 Ford</td>
</tr>
<tr>
<td>SpD44L77-87 Dana 44 Late 77-87 Chevy and GMC 1/2 ton K10 pick up, K5 Blazer, Jimmy and Suburban, Corporate 8 1/2”, 88-91 Chevy Blazer, Suburban, and GMC Jimmy</td>
</tr>
<tr>
<td>SpD60 Dana 60 GM/Dodge 1 ton truck</td>
</tr>
</tbody>
</table>

**Customer Information**

P. 636.629.6200  F. 636.629.6207
Ford Trac Loc and Trac Loc Rebuild Parts

Ford Trac Loc Unit
OEM style with a stronger forged steel hat. Complete new unit assembled at our plant with USA manufactured clutch friction materials. 1.78” journal size.
Available in 8 inch Ford and 9 inch Ford.

F8TracLoc 28 spline 8 inch Ford
F8TracLoc 31 spline 8 inch Ford
F9TracLoc 28 spline 9 inch Ford
F9TracLoc 31 spline 9 inch Ford

These units require a bottle of friction modifier in the lube.

9 inch Ford Rear End Bearing and Installation Kits

9 inch Ford Install Kit
with ring & pinion bolts, 5 hole support shims, o-ring, seal, pinion nut and housing gasket.
F9IK with crush sleeve
F9IK SS with solid pinion

9 inch Ford Deluxe Install Kit
with pinion bearings and races, seal, pilot bearing, ring & pinion bolts, 5 hole support shims, o-ring, pinion nut and housing gasket.
F9DIK with crush sleeve

9 inch Ford Bearing Kit
with pinion bearings and races, carrier bearings and races, pinion seal and pilot bearing.
F9BK1625ID2891ODPremium 1.625 ID 2.891 OD premium bearings
F9BK1781ID2891OD 1.781 ID 2.891 OD neutral bearings
F9BK1781ID2891ODPremium 1.781 ID 2.891 OD premium bearings

Ring & Pinion Kit
with 5 hole support shims, o-ring, pinion nut and housing gasket.
F9RPKCS with crush sleeve
F9RPKSS with solid spacer

Daytona Pinion Support Kits

F9PSSBRK Daytona pinion bearings, races, seal, o-ring and solid spacer kit
F9PSLBRK large pinion bearings, races, seal, o-ring and adjustable 2 piece spacer kit for large 35 spline pinion
9 inch Complete Install Kits Neutral Brand
All kits include; bearings, races, ring gear bolts, pinion seal, pilot bearings, o-ring, pinion nut, housing gasket and support shim pack.
PEM1  F9BK1781ID2891OD, F9RPKCS, HH7162034G8K with crush sleeve
PEM2  F9BK1781ID3060OD, F9RPKCS, HH7162034G8K with crush sleeve
PEM3  F9BK1781ID2891OD, F9RPKCS, HH7162034G8K with solid pinion spacer kit
PEM4  F9BK1781ID3060OD, F9RPKCS, HH7162034G8K with solid pinion spacer kit
PEM5  F9BK1781ID3060OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona pinion support
PEM6  F9BK2001ID3250OD, F9SPSPL35, HH7162034G8K fits large 35 spline Pinion Support
PEM7  F9BK2001ID3250OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona pinion support
PEM8  F9BK1781ID2891OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona pinion support
PEM9  F9BK1781ID2891OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona pinion support
PEM10 F9BK2.25ID3250OD, F9SPSPL35, HH7162034G8K fits D 3.812, 35 spline pinion support
PEM11 Complete Bearing Install Kit for 3.25” case, 2.89” carrier bearings, stock pinion support

9 inch Premium Complete Install Kits
Premium Koyo or Timken bearings and races (depending on the size). All kits include; bearings, races, ring gear bolts, pinion seal, pilot bearings, o-ring, pinion nut, housing gasket and support shim pack.
PEM1 Premium  F9BK1781ID2891OD, F9RPKCS, HH7162034G8K with crush sleeve
PEM2 Premium  F9BK1781ID3060OD, F9RPKCS, HH7162034G8K with crush sleeve
PEM3 Premium  F9BK1781ID2891OD, F9RPKCS, HH7162034G8K with solid pinion spacer kit
PEM4 Premium  F9BK1781ID3060OD, F9RPKCS, HH7162034G8K with solid pinion spacer kit
PEM5 Premium  F9BK1781ID3060OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona pinion support
PEM6 Premium  F9BK2001ID3250OD, F9SPSPL35, HH7162034G8K fits large 35 spline Pinion Support
PEM7 Premium  F9BK2001ID3250OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona pinion support
PEM8 Premium  F9BK1781ID2891OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona pinion support
PEM9 Premium Complete Bearing Install Kit for 3.25” case, 2.89” carrier bearings, 31 spline & Daytona support with PRace adaptor races
PEM10 Premium F9BK2.25ID3250OD, F9SPSPL35, HH7162034G8K fits D 3.812, 35 spline pinion support
PEM11 Premium Complete Bearing Install Kit for 3.25” case, 2.89” carrier bearings, stock pinion support

Premium Bearings and Races
KHM89410 Daytona pinion support rear race
KHM89443 Daytona pinion support rear bearing
KLM102910 1.781” ID x 2.891” OD carrier race
KLM102949 1.781” ID x 2.891” OD carrier bearing
KLM104911 2.00” ID x 3.250” OD race
KLM104949 2.00” ID x 3.250” OD bearing
KLM603011 1.781” ID 3.062” OD race
KLM603049 1.781” ID 3.062” OD bearing
KM88010 stock pinion race
KM88048 stock pinion bearing
T2729 35 spline pinion front race
T2788 35 spline pinion front bearing
T2790 conversion for 35 spline to 28 spline pinion bearing

Premium Bearings and Races Continued
THM804810 35 spline pinion rear race
THM804846 35 spline pinion rear bearing
TLM501310 1.625” ID x 2.891”OD carrier race
TLM501349 1.625” ID x 2.891” OD carrier bearing

Neutral Brand Bearings and Races
PHM89410 Daytona pinion support race rear
PHM89443 Daytona pinion support bearing rear
PLM102910 1.781” ID x 2.891” OD carrier race
PLM102949 1.781” ID x 2.891” OD carrier bearing
PM88010 stock pinion race
PM88048 stock pinion bearing
BA1535TAV pilot bearing
PRace adaptor race carrier bearing (3.25” to 2.891”)

Brand Indicator:  K- Koyo, T- Timken, P- Neutral
# 9 inch Ford Aftermarket Cases and Pinion Supports

## PEM BRUTE 3.25” Nodular Iron 9 inch Ford Case
36 lbs. for extreme duty drag racing and off road applications.

<table>
<thead>
<tr>
<th>DHNI3250</th>
<th>3.250” carrier bearing size</th>
</tr>
</thead>
</table>

## PEM Nodular Iron 9 inch Ford Case
29 lbs. standard weight case for street performance and circle track racing.

<table>
<thead>
<tr>
<th>DHNISW2891</th>
<th>2.891” carrier bearing size</th>
</tr>
</thead>
<tbody>
<tr>
<td>DHNISW3062</td>
<td>3.062” carrier bearing size</td>
</tr>
</tbody>
</table>

## PEM Aluminum 9 inch Ford Case
Aluminum case for limited applications.

| DHA3062 | 3.062” carrier bearing size |
| DHA3250 | 3.250” carrier bearing size |

## PEM Stock Style Pinion Support
New nodular iron pinion support for stock size bearings.

## 9 inch Daytona 5 bolt Pinion Supports
Aluminum or Iron for 28 spline pinions.

<table>
<thead>
<tr>
<th>F9PSSB</th>
<th>aluminum Daytona pinion support</th>
</tr>
</thead>
<tbody>
<tr>
<td>F9PSSBR</td>
<td>above with races installed</td>
</tr>
<tr>
<td>F9PSCD</td>
<td>nodular iron Daytona pinion support</td>
</tr>
<tr>
<td>F9PSCDR</td>
<td>above with races installed</td>
</tr>
</tbody>
</table>

## Aluminum 10 Bolt 35 spline Pinion Support
Fits PEM, Moser and Yukon Cases with 10 bolts; for PRO large pinion shaft.

<table>
<thead>
<tr>
<th>F9PS3510</th>
<th>bare support</th>
</tr>
</thead>
<tbody>
<tr>
<td>F9PS3510SP</td>
<td>6 pc shim pack only</td>
</tr>
<tr>
<td>F9PS35 Stud Kit</td>
<td>10 pc kit includes; 10 studs with washers and nuts, (5 of 7/16” &amp; 5 of 3/8”)</td>
</tr>
<tr>
<td>F9PS3510Kit</td>
<td>Ford 9 inch alum. 10 bolt pinion support (no races) with 6 pc shim pack and stud kit</td>
</tr>
</tbody>
</table>

---

P. 636.629.6200  F. 636.629.6207
## Rear End Yokes

### Ford 9 inch Yokes
- **YF91310-2** cast steel 1310 28 spline series 4” tall with dust shield
- **YF91330** cast 1330 Cleveland series (3 5/8” wide x 1 1/8” cap) 4” tall with dust shield
- **YF91330Long** cast 1330 Cleveland series (3 5/8” wide x 1 1/8” cap) 5” tall w/dust shield

### Ford 9 inch Forged Yokes
- **YF91310S** forged 1310 series 4” tall (shown)
- **YF91310S Day** forged 1310 series 4” tall, cut for Daytona support
- **YF91330S** forged (3 5/8” wide x 1 1/8” cap) 1330 Cleveland series 4” tall with dust shield

### 1350 9 inch Ford Forged Yokes
- **YF9135028** 28 spline 1350 series (3 5/8” wide x 1 3/16” cap) with dust shield
- **YF9135035** large pinion 35 spline 1350 series (3 5/8” wide x 1 3/16” cap)

### 1350 9 inch Ford Billet Yokes
- **YF9135028B** 28 spline 1350 series (3 5/8” wide x 1 3/16” cap)
- **YF9135035B** large pinion 35 spline 1350 series (3 5/8” wide x 1 3/16” cap)

### Chrysler 8.75 inch Yokes
- **Y875-7290** 29 spline 7290 series (3 5/8” wide x 1 1/8” cap)
- **Y875-1350** 29 spline 1350 series (3 5/8” wide x 1 3/16” cap)

### Dana 60 Yoke
- **YD601350** 29 spline 1350 series (3 5/8” wide x 1 3/16” cap)

### Ford 8.8 inch Yokes
- **YF881330** 1330 Cleveland series (3 5/8” wide x 1 1/8” cap) with dust shield
- **YF881350** 1350 series (3 5/8” wide x 1 3/16” cap) with dust shield

### GM Forged Yokes
- **YC121350** 1350 series 30 spline GM 12 bolt (3 5/8” wide x 1 3/16” cap)
- **YGM1350** 1350 series GM 8.5 inch 10 bolt (3 5/8” wide x 1 3/16” cap)

### Aluminum Rear Yoke Girdles
- **G1310K** 1310 series with aluminum caps and hardware
- **G1350K** 1350 series with aluminum caps and hardware

### U Bolts for Rear End Yokes
- **N1-0089L** 1310 series 1 1/16” cap
- **S3-94-18X** 1350/1410 series 1 3/16” cap
- **N1-0189** 1330 Cleveland series 1 1/8” cap

### Ford 9 inch Yoke Repair Sleeve
- **YF9SS** presses on 28 spline 9 inch Ford yoke and repairs worn seal area

---

All rear end yokes on this page use u-bolts, not straps for u-joint retention.

---

P. 636.629.6200    F. 636.629.6207
Transmission Slip Yokes and U Joints

Quick Release 1350 Slip Yokes
CNC machined and heat treated 4140 steel forgings for greater strength. They feature a "Quick Release" cap design and the seal surface is specially ground to a 16 micro finish for a perfect fit.

--

NT Series Black Forged Yokes
Manufactured in the USA.

- N T2-3-8431HP 1310 - 25 spline older Mustang
- N T2-3-6081HP 1310 - PG
TH350 5.5" 27 spline
- N T2-3-10431HP 1310 - TH400 5.5" 32 spline
- N T2-3-13131HP 1310 - TH400 4.88" 32 spline
- N T2-3-4871HP 1310 - C4 and T5 6.0" 28 spline
- N T2-3-8251HP 1310 - C4 and T5 6.5" 28 spline
- N T2-3-5981HP 1330 - C4 and T5 5.91" 28 spline
- N T2-3-6041HP 1330 - C6 6.0" 31 spline
- N T2-3-10831HP 1330 - TH400 6.76" 32 spline
- N T3-3-2491HP 1350 - C6 & Tremec 6.44" 31 spline
- N T3-3-14061HP 1350 - 4R70W 6.63" 28 spline
- N T3-3-8251HP 1350 - C4 6.5" 28 spline
- N T3-3-4281HP 1350 - PG TH350 6.94" 27 spline
- N T3-3-6081HP 1350 - PG TH350 5.5" 27 spline
- N T3-3-5551HP 1350 - TH400 7.94" 32 spline
- N T3-3-2431HP 1350 - TH400 5.5" 32 spline
- N T3-3-6081H 1350 - PG TH350 27 spline
black roller bearing

OEM Style Cast Slip Yokes

- S2-3-6081X 1310 GM Slip Yoke 5.50" 27 spline
- S3-3-4281X 1350 GM Slip Yoke 6.938" 27 spline
- N2-3-10431X 1310 GM Slip Yoke 5.50" 32 spline

---

NEAPCO Conversion U Joints

- N1-5349 1310/1330 Cleveland greaseable conversion 3 7/32" x 1 1/16" to 3 5/8" x 1 1/8" cap
- N2-3050 1330/1350 greaseable conversion 3 5/8" x 1 1/16" to 3 5/8" x 1 1/36" cap
- N2-4953 1350/Cleveland greaseable conversion 3 5/8" x 1 3/16" x 3 5/8" x 1 1/8" cap
- N2-1569 1330/3R greaseable conversion
- N2-1153 1350/3R greaseable conversion
- N2-1435 1350/1410 solid cross conversion
- N3-3140 1310/1350 greaseable conversion

---

NEAPCO Conversion U Joints

- S5-1310X 1310 solid cross 3 7/32" x 1 1/16" cap
- S5-1330X 1330 solid cross 3 5/8" x 1 1/16" cap
- S5-1350X 1350 solid cross 3 5/8" x 1 3/16" cap

---

SPICER U Joints

- S5-1410X 1410 solid cross 4 3/16" x 1 3/16" cap
- S5-811X 7290 solid cross 2 5/8" ID x 1 1/8" cap
- S5-153X 1310 greaseable 3 7/32" x 1 1/16" cap
- S5-213X 1330 greaseable 3 5/8" x 1 1/16" cap
- S5-178X 1350 greaseable 3 5/8" x 1 3/16" cap
- S5-160X 1410 greaseable U-Joint 1 3/16" cap
- S5-302-1X 1310/3R GM Metric Conversion

--

Strap Kits for Rear End Yokes

- N1-0022 1 1/16" cap 1310/1330 series with 5/8" bolts
- N1-0024 1 1/16" cap 1310 series with 1 1/2" bolts
- N1-0019 1 3/16" cap 1350/1410 series with 3/4" bolts

---

P. 636.629.6200  F. 636.629.6207
Steel Drive Shafts

2.0” Steel Drive Shaft with Greaseable Spicer U joints

2.0” OD x .065” wall CHROME MOLY Drive Shafts

- Great for crate engine racers
- 2.0” OD x .065” wall
- Up to 33” length

DS-2-####-065MJ  1310 series u joints
DS-2-####-065M-550  5.5” yoke w/1310 series u joints
DS-2-####-065M-800  8.0” yoke w/1310 series u joints

Specify center to center u joint length in inches, up to 33” c to c.

2.0” OD x .083” wall DOM Drive Shaft

- Available with 5.5” or 8” long transmission slip yoke

DS-2-####-083J  1310 series u joints
DS-2-####-083-550  5.5” yoke w/1310 series u joints
DS-2-####-083-800  8.0” yoke w/1310 series u joints

Specify center to center u joint length in inches.

Econo 2.0” OD x .120” wall DOM Drive Shaft

- Available with 5.5” or 8” long transmission slip yoke

DS-2-####-120J  1310 series u joints
DS-2-####-120-550  5.5” yoke w/1310 series u joints
DS-2-####-120-800  8.0” yoke w/1310 series u joints

Specify center to center u joint length in inches.

2.5” OD x .083” wall DOM Drive Shaft

- Available with 5.5” or 8” long transmission slip yoke

DS-25-515-083J  1310 series u joints
DS-25-515-083-550  1310 series with 5.5” 27 spline slip yoke
DS-25-525-083J  1310 series u joints
DS-25-525-083-550  1310 series with 5.5” 27 spline slip yoke

Other lengths available.

CUSTUM Steel Drive Shafts Available

- Specify tubing 1 3/4” to 5.00”
- Specify length
- Specify u joint size: 1310, 1330, 1350, 1410, or 1480
- Specify slip yoke

Custom Order Form on page 32

Chrome Moly 1350 series Drive Shaft for Drag Racing and Extreme Loads

- 3.0” OD x .083” wall Chrome Moly
- 3.5” OD x .083” wall Chrome Moly
  - Tig welded
  - Chrome moly weld yokes
  - Specify length
  - Specify outside diameter
  - Specify slip yoke
  - 1350 Spicer solid u-joints

Custom Order Form on page 32

REMEMBER TO ORDER YOUR DRIVE SHAFT WITH A SLIP YOKE SO YOU GET A BALANCED ASSEMBLY!

Chrome Moly with Spicer Ends

- 3.0” OD x .083” wall Chrome Moly
- 3.5” OD x .083” wall Chrome Moly
  - Tig welded
  - Spicer cast weld yokes
  - Specify Length
  - Specify outside diameter
  - Specify slip yoke
  - 1350 Spicer solid u-joints

Custom Order Form on page 32
Aluminum Drive Shafts

3.0” OD X .120” wall Aluminum Drive Shaft  6061 T6
Available with No slip yoke OR choose 5.5” or 8” long transmission slip yoke.

DSA-3-###-120J  1310 series greaseable Spicer u joints
DSA-3-###-120-550  5.5” 27 spl yoke w/1310 series u joints
DSA-3-###-120-800  8.0” 27 spl yoke w/1310 series u joints

Specify center to center u joint length in inches up to 54” c to c.

Extreme Duty .125” wall Aluminum Drive Shafts - Drag Racing and Extreme Loads
3.5” x .125 wall 6061 T6 Aluminum Tubing up to 72” c to c
4.0” x .125 wall 6061 T6 Aluminum Tubing up to 72” c to c
5.0” x .125 wall 6061 T6 Aluminum Tubing up to 84” c to c

Purchase or send your transmission slip yoke and we will build as a balanced assembly.

Specify center to center u joint length in inches.

3.5” and 4.0” OD Aluminum Drive Shafts - Street Performance and Trucks

DSA-35-1330J  3.5” OD x .114” wall with 1330 u joints up to 60” c to c
DSA-35-1350J  3.5” OD x .114” wall with 1350 u joints up to 60” c to c
DSA-40-1350J  4.0” OD x .087” wall with 1350 u joints up to 73” c to c
DSA-40-1410J  4.0” OD x .087” wall with 1410 u joints up to 73” c to c

Mustang OEM Replacement Aluminum Drive Shafts
3.5” OD x .114” wall 6061 T6
1979-1995 Mustang

DSA-FMS-4602G-28  45.5” c to c  Aluminum Driveshaft, 1330 U-Joint, Ford Mustang with 28 spline C4/T5 transmission slip yoke and 8.8” rear mating flange

DSA-FMS-4602J-31  45.5” c to c  Aluminum Driveshaft, 1330 U-Joint, Ford Mustang with 31 spline transmission slip yoke for C6/T45 Tremec and 8.8” rear mating flange

SPICER 10001766  1350 series 52 5/8” length end to end, 3.5” OD Aluminum Driveshaft for 2005-2010 Mustang GT V8 (other models available)

Camaro and Firebird Aluminum OEM Replacement Drive Shafts
3.0” OD x .125” wall Aluminum 6061 T6

DSA-6769-400  DS Alum 1967-69 Camaro/Firebird 400, 49 1/2” c to c with 32 spline transmission slip yoke
DSA-6769-350  DS Alum 1967-69 Camaro/Firebird 350, 49 7/8” c to c with 27 spline transmission slip yoke
DSA-8200  DS Alum 1982-2000 Camaro/Firebird 400, 41 5/8” c to c with 32 spline transmission slip yoke (specify differential u joint)

P. 636.629.6200  F. 636.629.6207
### 9 inch Ford GN Floater Kits

**Housing Kit with Reconditioned center**, solid wide 5 axles, GN hubs kits with .810” wide rotors. Specify 28 or 31 spline axles and specify width and offset.

- **H300300 60” reconditioned centered, housing only**
- **HK3003004 60” centered with 5x4 3/4 hub kits**
- **HK3003005 60” centered with 5x5 hub kits**

**Housing Kit with New stamped HNF9 center**, solid wide 5 axles, GN LW hubs kits with .810” wide rotors. Specify 28 or 31 spline axles and specify width and offset.

- **HN300300 60” new centered, housing only**
- **HNK3003004 60” centered housing kit with 5x4 3/4 hubs**
- **HNK3003005 60” centered housing kit with 5x5 hubs**

#### Options for floater housing kits:
- Gundrilled axles
- Installed GM Metric brake brackets (welded)
- Centerless ground tubing

### 79-87 GM Midsize Metric 9 inch Ford Floater Kit

**Housing kit with Reconditioned Center**, radius rod mounts installed, solid wide 5 axles, GN hub kits with .810” wide rotors. Specify 28 or 31 spline axles and specify width and offset.

- **HM300300 60” reconditioned centered housing only**
- **HMK3003004 60” centered with 5x4 3/4 hubs**
- **HMK3003005 60” centered with 5x5 hubs**

**Housing kit with NEW stamped HNF9 center**, radius rod mounts installed, solid wide 5 axles, GN hub kits with .810” wide rotors. Specify 28 or 31 spline axles and specify width and offset.

- **HNM300300 60” new centered housing only**
- **HNMK3003004 60” centered with 5x4 3/4 hubs**
- **HNMK3003005 60” centered with 5x5 hubs**

#### Options for GM Metric housing:
- Multiple Hole Lower Mounts (as shown)
- Added pinion angle for Dirt Racing
- Gundrilled axles
- Installed GM Metric brake brackets (welded-as shown)
- Newsmith 2.75” Lower Mounts

---

**Housings and kits available from 58” to 62” with standard part numbers. We do build custom offset and housings. Custom build form on catalog page 33.**

---

**GM Metric Floater Housings are available from 58” to 62” with centered pinion.**

**58” may require grinding for clearance.**
PEM 2.5 inch GN Hubs and W5 Axles

**Grand National 2.5 inch Hub Assembly**

**GNHub 5 on 4 75 Kit**
5 x 4 3/4” bolt circle with 3.75” long 5/8” coarse screw in studs

**GNHub 5 on 5 Kit**
5 x 5” bolt circle with 3.75” long 5/8” press in coarse studs

**GNHub 5 on 5 Kit SS**
5 x 5” bolt circle with short 5/8” press in coarse studs

PEM GN 2.5 inch Hub Assemblies have bearings, races installed, lug nuts, long 5/8” coarse wheel studs, rotor bolts, hub seal, lock washer and hardware included. (no hub nut). Short wheel studs available as a special order.

**TWSnout##**
3.0” OD x .188” wall steel DOM tubing.
Lengths; 22, 23, 24, 25, 26, 29, and 32”. Plug welded snout. These tubes weld in a center housing to make floater rear end.

**Wide 5 Double Spline Solid Floater Axle**
24 spline outer for drive flange 1541 alloy Induction Hardened

**W5###31**
31 spline lengths; 27.5, 28.5, 29.5, 30.5, 31.5, 32.5, 33, 33.5, 34.5, 35 and 36”. 4 inches of inner spline allow these axles to be cut off for other lengths.

**W5###28**
28 spline lengths; 28.5, 29.5, 30.5, 31.5, 32.5, 33.5, 35 and 36”

**2.5 inch Grand National Hub Parts**

- ZGNBL610549 2.5” GN hub bearing
- ZGNRL610510 2.5” GN hub race
- GNDCKIT GN dust cap with 3 screws and o-ring
- GNDFK5x43/4 drive flange kit 5 x 4 3/4 bolt circle
- GNDFK5x5 drive flange kit 5 x 5 bolt circle

Drive flange kit comes w/dust cap, o-rings and screws.

- FHCSDF5161812UC drive flange bolt
- FHCSDF5161812UCKIt drive flange bolt 2 piece kit

- GNHBAK GN hub install kit with bearings, seal, o-ring and lock washer
- GNHISPLE GN hub double lip seal
- GNSSGN GN snout seal for GN stepped axle
- GNSSW5 GN snout seal for wide 5 axle
- GNSRH GN snout RH thread for .188” wall x 3.0” OD tubing
- GNSNRH GN snout nut RH thread
- GNLDW GN lock washer

- WSSK screw in 3.75” long, 5/8” coarse wheel stud, 5 piece kit
- WSS ARPK screw in 2.5” long, 5/8” coarse wheel stud, 5 piece kit
- WSPK press in wheel stud 5/8” coarse with flat ground head, 5 piece kit 3.75” long
- WSP LHDK press in wheel stud 5/8” coarse .690 knurl, 5 piece kit 3.25” overall length

**F9AXTS3KIT**
Axle Housing Seal
Kit keeps your lube in the center housing instead of the axle tube.
- Ford 9 inch Inner Axle Tube Seal
- Fits 3.0” OD x 3/16” wall rear end tubes
- Seals 28 and 31 spline axles

**STANDARD WHEEL BEARINGS & RACES**

| P18690 | W5 outer wheel bearing |
| P18620 | W5 outer wheel race |
| P18790 | W5 inner wheel bearing |
| P18720 | W5 inner wheel race |
| P23756 | W5 hub seal |
| Pwide5Kit | W5 bearing and race kit with seal - for one wheel |
| Pwide5KitLocking | W5 bearing and race kit with seal - for one wheel with locking wide 5 aluminum nut |
| PL68149 | modified hybrid outer wheel bearing |
| PL68110 | modified hybrid outer wheel race |
| PML12749 | modified hybrid inner wheel bearing |
| PML12710 | modified hybrid inner wheel race |
| P10573-340210 | modified hybrid front hub seal |
| PLHybrid Kit | modified hybrid bearing and race kit with seal - for one wheel |
| P10573-340210 | modified hybrid front hub seal |
| P10573-340210 | modified hybrid front hub seal |
| P10573-340210 | modified hybrid front hub seal |
| P10573-340210 | modified hybrid front hub seal |
| PML12649 | GM metric outer wheel bearing for hub with large outer bearing |
| PML12610 | GM metric outer race |
| PML67048 | GM metric inner wheel bearing |
| PML67010 | GM metric inner race |
| PP8871 | GM metric front hub seal |
| PLMetricKit | GM metric bearing and race kit with seal - for one wheel |

P. 636.629.6200   F. 636.629.6207
**HNF9 Rear End Center Housing and Weld Parts**

**HNF9 9 inch Ford Stamped Center Housing**
Designed to be built with 3.0" OD axle tubes (grinding may be required). Fits 9 inch Ford stock case plus 3.062" and 3.25" carriers. It weighs 18 lbs. and is manufactured from .160" mild steel. Manufactured in the USA.

**HNBBF9** back brace for HNF9 center housing (has to be modified to fit a stock housing)

**HSF9K 9 inch Ford housing studs, 10 piece kit**

**HNF9RB smooth back 9 inch Ford stamped center housing. Great for street rods that want the smooth back look!**

**79-87 GM Metric Housing Mounts and Bungs**

- **HMBUSet** Metric Upper Trailing Arm Mounts without bushings, pair
- **HMBUSHSet** metric housing top bushings, pair
- **HMBLSEt** lower 1 hole mounts notched for 3.0” tube, pair
- **HMBLMulti** multi hole lower metric brackets, pair

**Housing Fill, Drain Bungs and Plugs**

- **HDB12** weld bung for 1/2” npt
- **HDB34** weld bung for 3/4” npt
- **HPP12** pipe plug for 1/2” npt
- **HPP34** pipe plug for 3/4” npt

**HFCKit Housing Fill with aluminum plug, steel bung and o-ring.**

---

**Flange Housing Ends**

**Big Bearing 9 inch Ford Forged Housing Ends**
- Manufactured for 3.15” OD Big Ford axle bearing
- Made for 3.0” OD x .188” wall tubing

- **FlangeAxHE1/2** housing end 1/2” large, older Ford
- **FlangeAxHE3/8LM** housing end 3/8” late model Torino

*Dimensions for the housing ends are in the Custom Rear End Order Form on catalog page 33*

**Rear End Tube with Flange Housing End**
- This tube welds in a used or new center housing to make you own rear housing.
- 3.0” OD x 188” wall DOM steel tubing
- 26” measurement end to end total length
- Custom lengths available

- **TWFlange26 3/8** 26” long 3.0” OD tube with flange, 3/8” Housing End
- **TWFlange26 1/2** 26” long 3.0” OD tube with flange, 1/2” Housing End

---

**P. 636.629.6200 F. 636.629.6207**
Flanged Axles and Parts

Cut to Length Flanged 9 inch Ford Big Bearing Axle

- 1541 Induction Hardened Axle
- 1.565” Bearing journal for Big Bearing
- 5x4.5”, 5x4.75” and 5x5” bolt patterns
- .685” drilled holes for press in wheel studs
- 2.5” or 2.375” brake offset
- .500” flange thickness for strength
- 5.94” flange OD
- 3.06” hub register OD
- Easily cut to length

FlangeAx28BBL bare 33.0” long with 9.25” of inner 28 spline (minimum length 26”).
FlangeAx28BBS bare 29.5” long with 10.0” of inner 28 spline (minimum length 21.5”).
FlangeAx31BBL bare 33.0” long with 9.25” of inner 31 spline (minimum length 26”).
FlangeAx31BBS bare 29.5” long with 10.0” of inner 31 spline (minimum length 21.5”).
FlangeAX31BBL Blank bare 33.0” long with 9.25” of inner 31 spline (minimum length 26”). NO bolt pattern, must be drilled. Blank axle flange 7.0” OD.

Order as a COMBO KIT with the PA20SET Bearing Installed and Axle Retainer—must specify brake offset and axle retainer required.

35 spline Flanged 9 inch Ford Big Bearing Axle

- 1541 induction hardened axle
- 1.565” bearing journal for Big Bearing
- .685” drilled holes for press in wheel studs
- 8 inches of inner spline
- 2.5” brake offset

FlangeAx35BBL bare 31.75” long with 8.0” of inner 35 spline (minimum length 25.75”).
FlangeAx35BBS bare 29.5” long with 8.0” of inner 35 spline (minimum length 23.5”).

Flanged Axle Parts

PA20Set tapered bearing with race, seal and press on sleeve, 3.15” OD x 1.565” ID
FlangeAxSpacer BB flanged axle spacer Big Bearing - spaces offset from 2.375” to 2.5”
P9134 radial bearing Big Ford with o-ring 3.15” OD x 1.56” ID Drag Racing
P9132 radial bearing Small Ford with o-ring 2.83” OD x 1.56” ID
FlangeAR500 flanged axle retainer 1/2” big old style Ford
FlangeAR375 BB Flanged Axle Retainer 3/8” Big Bearing Torino
FlangeAR375 Sm Ford Flanged Axle Retainer 3/8” Small Bearing 2.81” OD Ford
T-bolt 1/2Kit t-bolt 1/2” kit with lock nuts 4 pieces each
T-bolt 3/8Kit t-bolt 3/8” kit with lock nuts 4 pieces each

Press In Wheel Studs - .685” knurl size unless listed

FlangeAxStud1/2"K BB S press in short wheel stud 1/2” fine, 5 piece kit
FlangeAxStud1/2"K BB L press in long wheel stud 1/2” fine, 5 piece kit 3.0” long 46190
FlangeAxStud5/8"K Fine2 3/4” press in wheel stud 5/8” fine, 5 piece kit 2.75” long
FlangeAxStud GM press in wheel stud GM 7/16” fine .487 knurl, 5 piece kit 2.125” long
(only works with a PEM Blank Axle, which must be drilled)
FlangeAxStud1/2”-20 x 3.0” screw in wheel stud 1/2” fine, 5 piece kit 3.0” long
**Flanged Housing Kits**

9 inch Ford Flanged Housing Kits
Flanged Housing Kit with Reconditioned center includes: cut to length flanged axles with bearings installed, axle retainers, t-bolt kits and wheel studs.

Specify:
- Housing end style
- Brake offset needed
- Wheel stud size and length

FHK300300-28 60” centered with 28 spline axles
FHK300300-31 60” centered with 31 spline axles
FH300300 reconditioned 60” centered, housing only

Flanged Housing Kit with New stamped HNF9 center. Includes cut to length flanged axles with bearing installed, axle retainers, t-bolt kits and wheel studs.

Specify:
- Housing end style
- Brake offset needed
- Wheel stud size and length

FHNK300300-28 60” centered with 28 spline axles
FHNK300300-31 60” centered with 31 spline axles
FHN300300 new 60” centered, housing only

Please note: 60” width on part number is wheel flange to wheel flange with the rear end assembled.

Flanged Housings and kits available from 49” to 62” wheel to wheel with standard part numbers. We do build custom offset housings. Custom Build Form on catalog page 33.

Options for the Flange Housing kits include: cut to length axles, turning the hub register to match your brake rotor or drum and installation of wheel studs.

79-87 GM Midsize Metric Flanged Housing 9 inch Ford housing with reconditioned center and radius rod mounts installed.

FHM300300* flanged housing 60” centered for metric with mounts(27.5” - 27.5”) 3/8” housing ends

Options:
- Multiple radiuses hole lower mounts
- Added pinion angle for Dirt Track Racing
- New stamped HNF9 center housing

*Add K to Part Number for Kit with Axles

GM A Body 9 inch Ford Flanged Housing
new stamped HNF9 center housing will all suspension radius arm, spring and shock mounts.

FHNAB302302SL* GM A-Body new flanged housing 60.5” stock location with 3/8” housing ends (28.5-27.5) 1964-67 Chevelle

FHNAB312312SL* GM A-Body new flanged housing 62.5” stock location with 3/8” housing ends (28.5-27.5) 1968-72 Chevelle

*Add K to Part Number for Kit with Axles

79-87 GM Midsize Metric Flanged Housing 9 inch Ford housing with reconditioned center and radius rod mounts installed.

FHM300300* flanged housing 60” centered for metric with mounts(27.5” - 27.5”) 3/8” housing ends

Options:
- Multiple radiuses hole lower mounts
- Added pinion angle for Dirt Track Racing
- New stamped HNF9 center housing

*Add K to Part Number for Kit with Axles

We can build a narrower A-Body housing for wider wheels and tires.
**PEM Econo Rear Brake Kits**

**B-ON DBK-w/E**

Bolt on 9 inch Ford disc brake kit with GM metric emergency brake calipers, pads, mounting bolts and fitting bolts.

**Two sizes available:**
- Big Ford fits both sizes of housing ends for a 3.15” OD bearing
- Small bearing fits small Ford housing end for a 2.83” OD bearing

**B-ON DBK**

Bolt on 9 inch Ford disc brake kit with standard GM metric brake calipers, pads, mounting bolts and fitting bolts.

**Two sizes available:**
- Big Ford fits both sizes of housing ends for a 3.15” OD bearing
- Small bearing fits small Ford housing end for a 2.83” OD bearing

**W-ON DBK W/E**

Weld on 9 inch Ford disc brake kit with GM metric emergency brake calipers.

- Fits up to 3.25” OD axle tube
- GM metric emergency brake calipers with D154 disc brake pads, mounting bolts and fitting bolts.

**W-ON DBK**

Weld on 9 inch Ford disc brake kit with standard GM metric brake calipers.

- Welds on 3” OD axle tube for GN Hubs
- GM metric brake calipers with D154 disc brake pads, mounting bolts and fitting bolts.

**Rear Bolt-On Rear Bracket Set**

**B-On BracketKit** fits both sizes of big Ford housing ends for a 3.15” OD bearing.

**B-On BracketKit Small Ford** fits small Ford housing end for a 2.83” OD bearing.

*These brackets must be used with a rotor similar to PEM econo rotor on right.*

**BrakeSet w/E**

Two GM metric emergency brake calipers with D154 disc brake pads, mounting bolts and fitting bolt.

**DrumBrakeKit PEM** 9 inch Ford Drum Brake Kit

- 11” ID x 2.75”
- Drum OD is 12.625”
- 2.88” hub register size
- Brake shoes are 2.25” wide
- Reconditioned backing plates
- All new drums, brake shoes and hardware

**Specify:**
- Housing end pattern Big Ford 3/8” or 1/2”
- Wheel bolt pattern 5 x 4 1/2, 5 x 4 3/4, 5 x 5, or 5 x 5 1/2

---

**BCalsp1** GM metric caliper spacer for .810 rotor.

**R810x11750** 11.75” x .810 vented rotor 8 bolt x 7” bolt circle for GN hubs

---

**W-On BMB3125Set** pair of weld on brake brackets for weld on Econo Street Kit, 3.25” tube

**W-On BBMSet** pair of weld on brake brackets for 11.75” x .810” GN racing rotor, 3” tube

---

**P. 636.629.6200  F. 636.629.6207**
### 9 inch Ford Nodular Iron Center Section

8620 Ratios Available: 3.25 thru 7.33.
9310 PRO Ratios Available: 3.40 thru 6.50.
- Nodular Iron Case carrier size 2.891”, 3.062” or 3.250” BRUTE
- Aluminum Case carrier size 3.062” or 3.250”
- Daytona Pinion Support (Nodular Iron or Aluminum)
- 1310, 1330 or 1350 series yoke
- Large Aluminum 35 spline pinion support with 1350 series yoke
- Steel Spools in 28, 31, 33, 35 or 40 spline
- Trac Loc available in 28 or 31 spline
- Detroit Lockers available in 31 or 35 spline
- True Trac available in 31 or 35 spline

Set up with street, competition or drag race backlash.
- Option: REM® ISF Microfinishing of ring & pinion, bearings and races
- Option: Lighten Ring Gear

### 9 inch Ford Center Section with 3.25” carrier

Aluminum Bolt Thru Case

8620 Ratios Available: 3.25 thru 7.33.
9310 PRO 35 spline Ratios Available:
- Xtreme Gear: 4.29
US Pro Gear large pinion: 3.40, 3.50, 3.60, 3.70, 3.89, 4.11, 4.29, 4.57 and 4.86 (small pinion)
- Yukon Gear 3.25” carrier size aluminum bolt thru case
- Steel Spools in 28, 31, 33, 35 or 40 spline
- Detroit Locker in 35 spline
- True Trac in 35 spline
- Aluminum Pinion support available in 5 bolt for 28 spline pinion or 10 bolt for 35 spline pinion
- Option: REM® ISF Microfinishing of ring & pinion, bearing and races
- Option: Cryo Treatment of ring & pinion

### 9.5 inch Ford Center Section with 3.81” carrier

Aluminum Bolt Thru Case

9310 PRO 9.5 inch ring & pinion with 35 spline pinion shaft.
Moser Engineering 3.81” aluminum bolt thru case
- 10 bolt aluminum pinion support
- 40 spline spool only
- 1350 Billet Yoke
- Premium Bearings

Gear Ratios Available
- Xtreme Gear: 4.11 and 4.29
- US Gear PRO: 3.40, 3.50, 3.60, 3.70, 3.89, 4.11, 4.29, 4.57 and 4.86
- Option: REM® ISF Microfinishing of ring & pinion, bearings and races
- Option: Cryo Treatment of ring & pinion

---

These center sections are custom build to meet your needs. Contact PEM for information and ordering.

---

P. 636.629.6200     F. 636.629.6207
Rear End Tools

CLAMSHELL BEARING PULLER KIT
Clamshell carrier bearing puller tool works on most standard size carrier bearings and pinion bearings on differentials including, Dana and Ford rear ends.
Carrier & pinion bearing puller kit for Dana 30, 35, 44, 60, 70, Ford 10.25" & 10.5". Please note: will NOT pull pinion bearing on a Dana 80.

- Kit includes: three different size hardened steel clamshells, retaining rings, adjusting collars and handy bench top rack.

The Clamshell bearing puller is the tool to use if you're setting up ring & pinions or doing general differential repairs. This tool works with an impact gun to quickly and safely remove your bearings while minimizing the risk of damage.

CASE SPREADER for DANA and Integral Housing Axles
- Safely and easily set carrier bearing pre-loads
- Works on Dana 30 up thru Dana 80 Housings Please note: does not work on Dana 35 with dowel holes under the cover.
- Spreader is NOT compatible with Corvette Housings

REAR END and TRANSMISSION BENCH YOKE
When assembling differentials, being able to securely position the assembly is essential. The heavy duty steel construction of the PEM Bench Yoke makes it the perfect tool for assembling and rebuilding center sections. The Bench Yoke rotates so you can work on any side.

Holds a rear center section or a transmission to your bench so you can rotate for service. This is strong and the exact unit we use in our assembly area daily.

YOEKE HOLDING WRENCH
Helpful wrench used to hold pinion yoke while setting torque. Fits 1210 to 1550 u joint series.

Xtreme Gear 9 inch Ford by PEM

Options:
- REM® ISF Microfinishing
- Additional Ring Gear Lightening
- Daytona Pinion Support

CSFSXLW 9 inch Ford Xtreme Gear with full steel spool and PEM nodular iron case and pinion support. Xtreme Gear 8620 offset ring & pinion, steel spool (28 or 31 spline).

All new assembly.
Xtreme Gear 9 inch Ford by PEM

Xtreme Gear 9 inch Ford by PEM

Dare To Compare!

Reduce Weight and Rotating Mass by up to 6 Pounds!
Standard Gear Set -vs- Xtreme Gear Set

Xtreme Series from Performance Engineering
Want to lose up 6 pounds of rotating weight? Then you need to switch to Performance Engineering’s (PEM) Xtreme Gear Ford 9” & 9½” ring and pinion sets, lockers and spools. Designed for ultimate strength and durability, PEM’s ring and pinion sets provide 3 to 4 times the weight reduction of “chopped” gears without sacrificing durability.

Xtreme Gear 8620 Ford 9 inch Ring and Pinion Sets
F9/###LW 8620 9 inch Ford Xtreme series, 28 spline standard size pinion
### Ratios available: 4.11, 4.30, 4.57, 4.63, 4.71, 4.86, 5.00, 5.14, 5.29, 5.43, 5.67, 5.83, 6.00, 6.20, 6.33 and 6.50.

Xtreme Gear 9310 Ford 9 inch Ring and Pinion Sets
F9/429BPLW 4.29 ratio Big Pinion (35 spline)

Xtreme Gear 9.5 inch Ford 9310 Ring & Pinion Sets
F95/411BPLW 4.11 ratio Big Pinion (35 spline)
F95/429BPLW 4.29 ratio Big Pinion (35 spline)
F95/SPL40LW 40 Spline Spool 2.25” journal for 3.812” carrier aftermarket case

Xtreme Gear Ford 9 inch Steel Spools
F9/SPL28LW Ford 9 inch 28 Spline 1.78” journal
F9/SPL31LW Ford 9 inch 31 Spline 1.78” journal
F9/SPL35LW Ford 9 inch 35 Spline 2.0” journal
F9/SPL40LW Ford 9 inch 40 Spline 2.0” journal

Xtreme Lockers
PEM’s Xtreme Lockers are specifically designed for Xtreme gears and provide additional weight savings over that of standard lockers. Internally they are designed to accept all the same components as used in the current Detroit Locker™ so as to minimize investment costs.

Xtreme Spools
PEM’s Xtreme Spools are specifically designed for Xtreme gears and provide additional weight savings over that of standard spools. Machined from 4130 steel, the Xtreme series of spools represent the latest in technology and manufacturing. Spools are now available in 28, 31, 35, and 40 spline designs for the Ford 9” gear sets, as well as the 40 spline design for the Ford Pro 9½” gears used in specialty housings.

Xtreme Gear Ford 9 inch Locker 31 spline only
187N/178AL Circle Track No Spin Locker Assembly 2.0” journal size for aftermarket 3.25” carrier case

P. 636.629.6200   F. 636.629.6207
Any time two metal parts come into contact with each other, the resulting friction causes heat build up. These high temperatures cause wear and over time reduce efficiency and eventually create the need for replacement. By creating a smooth and shiny finish, the ISF® Process improves the life and efficiency of moving metal parts. Increased life translates into lower operating costs as well as better performance.

The ISF® Process removes the asperities that are inherent in the manufacturing process. By safely removing these microscopic peaks, the ISF® Process leaves a much more uniform surface that reduces friction and allows for increased lubrication capability. While the dimensional integrity of the part remains intact, the result is an improved component that will operate at lower temperatures, have increased durability, quieter operation and increased time between maintenance.

Please contact PEM for a CN Authorization Number prior to shipping customer owned parts to be REM® ISF Microfinished.

REM® ISF Microfinishing available on all Ring & Pinions $ 89.00
Up to 10” diameter ring gear. Larger sizes quoted.

- Quick Change Gears for $ 25.00 per Set
- Transmission Input or Output Shaft $ 40.00 Each
- Transmission Cluster $ 50.00 Each
- Transmission Gear $ 12.50 Each
- Driveshaft Slip Yoke $ 20.00 Each
- Internal Engine Components
- We will quote Polishing on other parts not listed.
- Quick Turnaround time!

In extreme environments, such as automobile or motorcycle racing, every component must work in harmony at 100% capacity. Races are won and lost by fractions of a second, so it all comes down to getting the most power output possible. With the ISF® Process, the energy normally lost to friction is now available in the form of increased power output. Once friction is reduced, the parts will run cooler allowing for longer durability of parts and fewer failures. To the high performance racing market, Smooth and Shiny means faster and cooler.
### 9 inch Ford Center Section Bearings and Races

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>REM KHM89410</td>
<td>Daytona pinion support race rear-KOYO</td>
</tr>
<tr>
<td>REM KHM89443</td>
<td>Daytona pinion support bearing rear-KOYO</td>
</tr>
<tr>
<td>REM KLM102910</td>
<td>1.781” ID x 2.891” OD carrier race</td>
</tr>
<tr>
<td>REM KLM102949</td>
<td>1.781” ID x 2.891” OD carrier bearing</td>
</tr>
<tr>
<td>REM KLM 104911</td>
<td>2.00” ID x 3.250” OD race</td>
</tr>
<tr>
<td>REM KLM104949</td>
<td>2.00” ID x 3.250” OD bearing</td>
</tr>
<tr>
<td>REM KLM603011</td>
<td>1.781” ID 3.062” OD race</td>
</tr>
<tr>
<td>REM KLM603049</td>
<td>1.781” ID 3.062” OD bearing</td>
</tr>
<tr>
<td>REM KM88010</td>
<td>stock pinion race</td>
</tr>
<tr>
<td>REM KM88048</td>
<td>stock pinion bearing</td>
</tr>
<tr>
<td>REM PHM89410</td>
<td>Daytona pinion support race rear-Neutral</td>
</tr>
<tr>
<td>REM PHM89443</td>
<td>Daytona pinion support bearing rear-Neutral</td>
</tr>
<tr>
<td>REM PRace</td>
<td>adaptor race carrier bearing (3.250” to 2.891”)</td>
</tr>
<tr>
<td>REM PMU1205</td>
<td>quick change pinion support bearing</td>
</tr>
<tr>
<td>REM BA1535TAV</td>
<td>pilot bearing</td>
</tr>
<tr>
<td>REM T2729</td>
<td>35 spline pinion front race</td>
</tr>
<tr>
<td>REM T2788</td>
<td>35 spline pinion front bearing</td>
</tr>
<tr>
<td>REM THM804810</td>
<td>35 spline pinion race rear</td>
</tr>
<tr>
<td>REM THM804846</td>
<td>35 spline pinion race bearing rear</td>
</tr>
</tbody>
</table>

### Quick Change Rear Ends Bearings and Races

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>REM P27820OD</td>
<td>quick change pinion race - holds 2 bearings</td>
</tr>
<tr>
<td>REM P27880</td>
<td>quick change pinion tapered roller bearing</td>
</tr>
<tr>
<td>REM P27880Kit</td>
<td>quick change pinion bearing kit - 2 bearings, race and spacer</td>
</tr>
<tr>
<td>REM P362A</td>
<td>quick change race for P368S and P368</td>
</tr>
<tr>
<td>REM P368A</td>
<td>quick change 2.000” spool bearing</td>
</tr>
<tr>
<td>REM P368S</td>
<td>quick change 2.032” spool bearing</td>
</tr>
</tbody>
</table>

### Wide 5 Hub Bearings and Races

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>REM P18690</td>
<td>W5 outer wheel bearing</td>
</tr>
<tr>
<td>REM P18620</td>
<td>W5 outer wheel race</td>
</tr>
<tr>
<td>REM P18790</td>
<td>W5 inner wheel bearing</td>
</tr>
<tr>
<td>REM P18720</td>
<td>W5 inner wheel race</td>
</tr>
<tr>
<td>REM P23756LD</td>
<td>W5 seal hub LOW DRAG</td>
</tr>
<tr>
<td>REM PLMW5KLD</td>
<td>W5 bearing and race kit with Low Drag seal - one wheel</td>
</tr>
<tr>
<td>REM PW5KLDLN</td>
<td>W5 bearing and race kit with Low Drag seal - one wheel with locking W5 aluminum nut</td>
</tr>
</tbody>
</table>

### Modified hybrid front Hub Bearings and Races

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>REM PL68149</td>
<td>modified hybrid inner wheel bearing</td>
</tr>
<tr>
<td>REM PL68110</td>
<td>modified hybrid inner wheel race</td>
</tr>
<tr>
<td>REM PLMI2749</td>
<td>modified hybrid outer wheel bearing</td>
</tr>
<tr>
<td>REM PL12710</td>
<td>modified hybrid outer wheel race</td>
</tr>
<tr>
<td>REM PLHK</td>
<td>modified hybrid bearing and race kit with seal—one wheel</td>
</tr>
</tbody>
</table>
GM Metric front wheel Bearings and Races
REM PLM12649  GM metric outer wheel bearing
REM PLM12610  GM metric outer wheel race
REM PLM67048  GM metric inner wheel bearing
REM PLM67010  GM metric inner wheel race
REM PLMK     GM metric bearing and race kit with seal -one wheel

REM ® ISF Microfinished Bearings and Races
REM ® ISF Microfinished 9 inch Ford Installation Kits
REM PEM1 PREMIUM  F9BK1781ID2891OD, F9RPKCS, HH7162034G8K
REM PEM2 PREMIUM  F9BK1781ID3060OD, F9RPKCS, HH7162034G8K
REM PEM3 PREMIUM  F9BK1781ID2891OD, F9SPSP, F9SPS, HH7162034G8K
REM PEM4 PREMIUM  F9BK1781ID3060OD, F9SPSP, F9SPS, HH7162034G8K fits stock pinion support
REM PEM5 PREMIUM  F9BK1781ID3060OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona support
REM PEM6 PREMIUM  F9BK2001ID3250OD, F9SPSP35, HH7162034G8K fits D 3.250”, 35 spline pinion support
REM PEM7 PREMIUM  F9BK2001ID3250OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona pinion support
REM PEM8 PREMIUM  F9BK1781ID2891OD, F9SPSPL, F9SPS, HH7162034G8K fits small Daytona support
REM PEM9 PREMIUM  complete Bearing Install Kit for 3.25”case, 2.891” carrier bearings, 31 spline, small Daytona support and adaptor races
REM PEM10 PREMIUM  F95BK225ID3250OD, F9SPSP35, HH7162034G8K fits D 3.812”, 35 spline pinion support
REM PEM11 PREMIUM  complete Bearing Install Kit for 3.25” case, 2.89” carrier bearings, stock support with PRace adaptor races

GRAND NATIONAL 2.5” HUB BEARINGS & RACES
REM GNHBAK  GN hub install kit with bearings, seal, o-ring and lock washer
REM ZGNBL610549  GN hub race
REM ZGNRL610510  GN hub bearing
REM ZGNBRKit  GN Bearing and Race Kit 2 pieces each

8 INCH TRANSMISSION SLIP YOKE WITH EXTRA CLEARANCE
REM YSYXL8F  extra clearance FORGED 8” slip yoke 27 spline for Bert, Brinn and Flacon transmissions
REM YSYXL8-2  extra clearance cast 8” slip yoke 27 spline for Bert and Brinn transmissions

Cryogenic Treatment
Cryogenic Treatment is the process of treating work pieces to cryogenic temperatures (i.e. below −190 ° C (−310 °F)) in order to remove residual stresses and improve wear resistance on steels. This is an option when you purchase a ring & pinion or an assembled center section from PEM. Cryogenic Treatment will add approximately 10-14 days to your order.

- Ring and Pinion $ 75.00.
- Quick Change Gear Set $ 20.00
- We will quote Cryo on other parts not listed.

P. 636.629.6200  F. 636.629.6207
<table>
<thead>
<tr>
<th>#</th>
<th>Part Number</th>
<th>Description</th>
<th>Qty</th>
<th>#</th>
<th>Part Number</th>
<th>Description</th>
<th>Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>QCC0010</td>
<td>Center section</td>
<td>1</td>
<td>35</td>
<td>QCC0113</td>
<td>back cover stud</td>
<td>10</td>
</tr>
<tr>
<td>2</td>
<td>QCC0020</td>
<td>Passenger 6 rib side bell</td>
<td>1</td>
<td>36</td>
<td>QCC0120</td>
<td>lower shaft bearing retainer</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>QCC0030</td>
<td>Driver 6 rib side bell</td>
<td>1</td>
<td>37</td>
<td>QCC0060</td>
<td>lower solid thru shaft</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>QCFS3A1</td>
<td>Aluminum spool 2.032” journal</td>
<td>1</td>
<td>38</td>
<td>P7390</td>
<td>Front lower shaft bearing 6207ZZ</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>QC###R&amp;P</td>
<td>Ring &amp; Pinion</td>
<td>1</td>
<td>39</td>
<td>QCC0121o</td>
<td>Rear yoke plate o-ring</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>QCC0118</td>
<td>Side bell o-ring - thin square</td>
<td>2</td>
<td>41</td>
<td>QCC0126</td>
<td>Yoke seal</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>QCC0107</td>
<td>Carrier seal</td>
<td>2</td>
<td>42</td>
<td>QCC0080o</td>
<td>Yoke seal plate o-ring</td>
<td>1</td>
</tr>
<tr>
<td>8</td>
<td>P362A</td>
<td>Race for P368S and P368</td>
<td>2</td>
<td>43</td>
<td>QCC0080</td>
<td>Yoke seal plate-bare</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>P368S</td>
<td>2.032” spool bearing</td>
<td>2</td>
<td>44</td>
<td>QCC0109</td>
<td>Yoke plate washer</td>
<td>6</td>
</tr>
<tr>
<td>10</td>
<td>QCC0133</td>
<td>Spool Shim Kit – 12 piece kit</td>
<td>1</td>
<td>45</td>
<td>QCC0106</td>
<td>Yoke plate seal bolt</td>
<td>6</td>
</tr>
<tr>
<td>11</td>
<td>QCC0131</td>
<td>Ring gear bolt</td>
<td>12</td>
<td>46</td>
<td>QCC0116</td>
<td>Yoke bolt only</td>
<td>1</td>
</tr>
<tr>
<td>12</td>
<td>QCC0132</td>
<td>Ring gear washer</td>
<td>12</td>
<td>47</td>
<td>QCC0090</td>
<td>Forged yoke-1310 series</td>
<td>1</td>
</tr>
<tr>
<td>13</td>
<td>QCC0125</td>
<td>3/8” Allen head pipe plug, aluminum</td>
<td>2</td>
<td>48</td>
<td>QCC0117</td>
<td>Washer for yoke</td>
<td>1</td>
</tr>
<tr>
<td>14</td>
<td>PMU1205</td>
<td>Pinion support bearing</td>
<td>1</td>
<td>49</td>
<td>QCC0141</td>
<td>Thru bolt</td>
<td>10</td>
</tr>
<tr>
<td>15</td>
<td>P7339</td>
<td>Rear lower shaft bearing 6307ZZ</td>
<td>1</td>
<td>50</td>
<td>QCC0143</td>
<td>Thru bolt washer</td>
<td>22</td>
</tr>
<tr>
<td>16</td>
<td>P27880</td>
<td>Pinion tapered roller bearing</td>
<td>2</td>
<td>51</td>
<td>QCC0144</td>
<td>Thru bolt 2 way flange loc nut</td>
<td>10</td>
</tr>
<tr>
<td>17</td>
<td>P27820OD</td>
<td>Pinion race - holds 2 bearings</td>
<td>1</td>
<td>52</td>
<td>QCC0142</td>
<td>Bolt</td>
<td>2</td>
</tr>
<tr>
<td>18</td>
<td>QCC0145</td>
<td>Pinion thrust washer</td>
<td>1</td>
<td>53</td>
<td>QCC0110</td>
<td>Thrust bolt</td>
<td>1</td>
</tr>
<tr>
<td>19</td>
<td>QCC0103</td>
<td>Posi lock nut for pinion RH Thread</td>
<td>1</td>
<td>54</td>
<td>QCC0116</td>
<td>Thrust flat washer-aluminum</td>
<td>1</td>
</tr>
<tr>
<td>20</td>
<td>QCC0102</td>
<td>Spacer under pinion retainer</td>
<td>1</td>
<td>55</td>
<td>QCC0136</td>
<td>Thrust jam nut-aluminum</td>
<td>1</td>
</tr>
<tr>
<td>21</td>
<td>QCC0100</td>
<td>Rear pinion retainer plate</td>
<td>1</td>
<td>56</td>
<td>QCC0135</td>
<td>Thrust block</td>
<td>1</td>
</tr>
<tr>
<td>22</td>
<td>QCC0101</td>
<td>Pinion retainer lock washer</td>
<td>3</td>
<td>57</td>
<td>QCC0137</td>
<td>Tube bell</td>
<td>12</td>
</tr>
<tr>
<td>23</td>
<td>QCC0106</td>
<td>Pinion retainer bolt</td>
<td>6</td>
<td>58</td>
<td>QCC0129</td>
<td>Tube bell washer</td>
<td>12</td>
</tr>
<tr>
<td>24</td>
<td>######</td>
<td>Quick change gears (not included)</td>
<td></td>
<td>59</td>
<td>QCC0109</td>
<td>Tube bell washer</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>QCC0105</td>
<td>Rear cover gasket</td>
<td>1</td>
<td>60</td>
<td>QCC0115o</td>
<td>Center section fill o-ring</td>
<td>1</td>
</tr>
<tr>
<td>26</td>
<td>QCC0040</td>
<td>Back cover plate - bare</td>
<td>1</td>
<td>61</td>
<td>QCC0115</td>
<td>Center section fill plug</td>
<td>1</td>
</tr>
<tr>
<td>27</td>
<td>QCC0108</td>
<td>Back cover bearing standard</td>
<td>2</td>
<td>62</td>
<td>QCC0128o</td>
<td>Passenger side inspection/ fill plug o-ring</td>
<td>1</td>
</tr>
<tr>
<td>28</td>
<td>QCC0112o</td>
<td>O-ring for back cover retainer</td>
<td>2</td>
<td>63</td>
<td>QCC0128</td>
<td>Passenger side inspection/ fill plug</td>
<td>1</td>
</tr>
<tr>
<td>29</td>
<td>QCC0123</td>
<td>Back cover bearing retainer - aluminum</td>
<td>2</td>
<td>64</td>
<td>QCC0114o</td>
<td>Passenger side fill level o-ring</td>
<td>1</td>
</tr>
<tr>
<td>30</td>
<td>QCC0122</td>
<td>Back cover bearing retainer – bolts</td>
<td>6</td>
<td>65</td>
<td>QCC0114</td>
<td>Passenger side fill level plug</td>
<td>1</td>
</tr>
<tr>
<td>31</td>
<td>QCC0119</td>
<td>Back cover tall nut – aluminum</td>
<td>10</td>
<td>66</td>
<td>QCC0114o</td>
<td>Back cover plug o-ring</td>
<td>2</td>
</tr>
<tr>
<td>32</td>
<td></td>
<td></td>
<td></td>
<td>67</td>
<td>QCC0114</td>
<td>Back cover plug</td>
<td>2</td>
</tr>
</tbody>
</table>
Quick Change Rear End Custom Order Build Sheet

GN 2.5" Rear End

C _____ driver side tube with snout measurement (total length)
D _____ passenger side tube with snout measurement (total length)

Driver side dimension D

Tube Options:
- .188" wall DOM Steel
- .125" wall Chrome Moly
- .188" wall Chrome Moly
- .625" wall DOM Steel
- .750" wall Steel

Passenger side dimension A

Tube Options:
- .188" wall DOM Steel
- .125" wall Chrome Moly
- .188" wall Chrome Moly
- .625" wall DOM Steel
- .750" wall Steel

Wide 5 Rear End

A _____ driver side dimension D

Tube Options:
- .188" wall DOM Steel
- .188" wall Chrome Moly
- .625" wall DOM Steel
- .750" wall Steel
- .250" wall Aluminum

Passenger side dimension A

Tube Options:
- .188" wall DOM Steel
- .125" wall Chrome Moly
- .625" wall DOM Steel
- .750" wall Steel
- .250" wall Aluminum

B _____ driver side bearing step to end of tubing
C _____ passenger side bearing step to end of tubing

Rear End Options:

- QCO1000 lightened spool
- QCO1100 9.5" outside diameter ring gear
- QCO1200 9.0" outside diameter ring gear (crate)
- QCO1300 black thermal coating
- QCO1400 REM finish ring & pinion
- QCO1500 REM finish all bearings and races
- QCO1600B gundrilled axle option pair
- QCO1700 .125" wall chrome moly tubes
- QCO1750 .188" wall chrome moly tubes
- QCO1900 Wilwood spec 37 brake rotors
- QCO2000 gundrilled lower shaft
- QCO2100 assembled box – does not include truck freight

- QCO2200 upcharge to install 5/8th steel tube on left rear GN rear end
- QCO2250 upcharge to install 5/8th steel tube on left rear wide 5 model rear end
- QCO2300 upcharge to prep for breather kit
- QCO2400 upcharge for GM mounts metric with single hole lower
- QCO2450 upcharge for GM mounts metric with multi hole lower
- QCC0040B BB back cover billet big bearing
- QCC0139K breather kit

P. 636.629.6200 F. 636.629.6207
Drive Shaft Custom Build Order Form

All measurements must be taken at vehicle ride height.

**DOM Steel x Wall thickness**

<table>
<thead>
<tr>
<th>OD x Wall thickness</th>
<th>2&quot; OD x .083&quot; wall</th>
<th>2&quot; OD x .120&quot; wall</th>
<th>2.5&quot; OD x .083&quot; wall</th>
<th>3&quot; OD x .083&quot; wall</th>
<th>3.5&quot; OD x .083&quot; wall</th>
<th>4&quot; OD x .083&quot; wall</th>
</tr>
</thead>
</table>

**Chrome Moly Steel x Wall thickness**

<table>
<thead>
<tr>
<th>OD x Wall thickness</th>
<th>2&quot; OD x .065&quot; wall</th>
<th>2&quot; OD x .083&quot; wall</th>
<th>3&quot; OD x .083&quot; wall</th>
<th>3.5&quot; OD x .083&quot; wall</th>
<th>Option: Chrome Moly Weld Yokes, available in:</th>
</tr>
</thead>
</table>

**Aluminum x Wall thickness**

<table>
<thead>
<tr>
<th>OD x Wall thickness</th>
<th>3&quot; OD x .125&quot; wall</th>
<th>3.5&quot; OD x .114&quot; wall</th>
<th>3.5&quot; OD x .125&quot; wall</th>
<th>4&quot; OD x .087&quot; wall</th>
<th>4.0&quot; OD x .125&quot; wall</th>
<th>5&quot; OD x .125&quot; wall</th>
</tr>
</thead>
</table>

**TIPS:** The vehicle must be measured as it is to operate; DO NOT measure with the suspension hanging. Fill out all dimensions on the order to get the correct drive shaft with the correct yokes. Grease u-joints after you install the driveshaft.

Do not over tighten u-bolts. **Torque Specs:** Cap Size

- 1 1/16" and 1 1/8” 15-17 ft/lbs.
- 1 3/16" 15-25 ft/lbs.
- 1 3/8” 33-37 ft/lbs.
Rear End and Axle Custom Order Build Sheets

Flanged Housing Custom Build Sheet
You must fill this build sheet out if you are having us build any housing that is not a stocking number.
- Type of application:
- Housing Center Style (circle one): Small Humpback Reconditioned Center, Reconditioned Center, HNF9 New Stamped Center, or HNF9RB New Stamped Center Round Back
- Axle Brake Offset (circle one): 2 3/8" or 2 1/2"
- Housing End (circle one): Big Ford Old Style, 1/2" bolt or Big Ford New Style Torino 3/8" bolt
- Tubing size (circle one): 3" OD x .188" wall or 3" x .250" wall

Please provide additional information:
(D) ____________
(E) ____________
(F) ____________
(G) ____________

Flanged Axle Custom Build Sheet
You must fill this build sheet out if you are going to have us cut the flanged axles to length. Maximum axle length is 33.0" and Minimum length is 21.5".
- Type of application:
- Number of Spline (circle one): 28 spline or 31 spline
- Axle Offset (circle one): 2 1/2" or 2 3/8"
- Turn Flange OD (max 5.944") ______
- Turn Hub Register (max 3.06") ______
- Housing End (circle one): Big Ford Old Style, 1/2" bolt or Big Ford New Style Torino 3/8" bolt
- Drive Side Dimension (A) ______
- Passenger Side Dimension (A) ______
- Bolt Pattern for Wheel (circle one): 5x4.5" Small or 5 x 4.75" GM or 5 x 5" Big Ford
- Size of Wheel Studs—Press In Only (circle one): 1/2" Fine Short or 1/2" Fine 3" Long or 5/8" Coarse 2 3/4" or 5/8" Coarse XL 3 3/4"
- Access Hole (circle one): YES or NO

Please provide additional information (refer to top center diagram):
(D) ____________
(E) ____________
(F) ____________
(G) ____________

Floater Housing Custom Build Sheet
You must fill this build sheet out if you are having us build any housing that is not a stocking number. Note: PEM Housings come with 2.5 inch Grand National style snouts.
- Dimension A: __________________ Overall Length; Hub Face to Hub Face
- Dimension B: __________________ Driver side; Hub Face (Driver side) to Pinion Centerline
- Dimension C: __________________ Passenger side; Hub Face (Passenger side) to Pinion Centerline
- Housing Center Style (circle one): Reconditioned Center or HNF9 New Stamped Center
- Snout End:
  __ 2.5" GN Snout  __ 2.5" GN Snout - 1 degree camber
  __ Wide 5 LM Snout  __ 2.0" GN Snout - HV (Howe/Vogel)
  __ Mini 5 Snout (Coleman)
- Axle Tube Material:
  __ .188" wall DOM
  __ .188" wall Chrome Moly,
  __ .188" wall DOM Centerless Ground
  __ .125" wall Chrome Moly
  __ .625" wall DOM Steel Tube
  __ .750" wall Steel Tube

Please provide additional information:
(D) ____________
(E) ____________
(F) ____________
(G) ____________

P. 636.629.6200  F. 636.629.6207

Pg. 33
Technical Information for Ford 9 inch 6:66, 6:83, and 7:00 ring & pinions: PEM recommends using a Daytona style support, solid pinion spacer, and an inner seal in the outer axle tube. Without these 3 things, your gears and bearing will get too hot and will cause the gears to anneal. Annealing will destroy the heat treatment applied to the gears at the factory making them soft. This is why gears will appear to have MELTED to some degree. PEM highly recommends a high pressure synthetic or synthetic blend and a rear end oil cooler in all three of these gear applications for the best results!

PEM QUICK CHANGE ASSEMBLY INSTRUCTIONS

Install Side Bells on Center Section
- The best way we have found to do this is to install your hub on the left side tube and stand straight up with the wheel mounted on the hub.
- Before you set on the ring gear/carrier group make sure to loosen the Thrust Block Adjustor Screw.
- Lube the ends of the spool so they will not tear the carrier seal.
- Install spool and ring gear with flat side of ring gear facing down.
- Lightly lube on the side bell o-ring and install in groove on bell.
- Sit the center assembly on the side bell. There are stamped numbers at the top of the bell and center section to line the bolts up correctly.
- Lightly lube on the side bell o-ring and install in groove on bell. Set on the Right Side Bell.
- The bells should almost sit flush with the center section and install thru bolts. Torque side bell bolts to 35 foot lbs.– criss cross pattern.
- If you choose to aid in sealing of your housing, a thin coat of RTV can be used on the side bell o-rings.

Thrust Block on Left Side Bell
Adjust screw on left side bell till the thrust block touches the back of the ring gear and then back off 1/4 turn and lock in place with lock nut. Check video on our web site.

Torque Settings on Bolts
- Side bell thru bolts & short bolts 35 foot lbs.
- Yoke retainer bolts (6) 25 foot lbs.
- Rear Cover Aluminum High Nuts 25 foot lbs.
- Rear Cover Aluminum High Nuts 25 foot lbs.

Lubrication and Fill Level
- Recommended Lube is a quality name brake mineral based 80-90-140w or GL5 synthetic lube.
- Fill through Large Pinion Inspection Plug on Right Side Bell.
- Oil Level Plug is Small Button Plug on the front side of the Right Side Bell. Make sure rear end is level when you are filling to the small oil level plug. Recommended oil level is 2” below axle center line. Too much lube causes overheating.
New Products

- Fox Body 9 inch Housing
- F-Body Camaro 9 inch Housing
- Bolt-On GM Metric QC mounts
- Locking GN Nut 2.5”
- 1 ton wheel bearings for Dirt Late Models
  - REM-1tonWBKit
  - REM-1tonInner race
  - REM-1tonInner bearing
  - REM-1tonOuter race
  - REM-1tonOuter bearing

2017 PEM Customer Pictures

P. 636.629.6200    F. 636.629.6207
Join the Champions and Winners Using PEM today!

Performance Engineering & Manufacturing, LLC
425 Industrial Park Drive  |  Saint Clair, Missouri 63077
P 636-629-6200  |  F 636-629-6207  |  sales@pemracing.com