



Aftermarket Ring & Pinion Gears Break-In Procedures

A new ring and pinion installed with new bearings will initially generate higher than normal operating temperatures. It is advisable to use whichever of the following break-in procedures matches your application.

Street:

- 1) With the car secure and still on jack stands and the rear filled with the proper amount of NON-SYNTHETIC gear lube, run the car in forward and reverse for approximately 2-3 minutes each direction in an open area with plenty of ventilation. ***
- 2) Drive vehicle approximately 10 miles at normal operating speed. Accelerate and decelerate several times conservatively then let cool for one hour.

Circle Track:

Note: for oval track applications add extra fluid so the gear doesn't starve for fluid in high G-load corners.

- 1) Repeat step one above.***
- 2) Run several laps at slow to medium speeds then let cool.
- 3) Run several hot laps then let cool.

Drag Racing:

- 1) Repeat step one above.***
- 2) Pull to the line.

***** WARNING: OPERATOR MUST REMAIN IN DRIVER'S SEAT AND ALWAYS MAKE SURE THE FRONT WHEELS ARE BLOCKED ON THE GROUND AND THE REAR WHEELS ARE ON SECURE AND ADEQUATE JACK STANDS THAT ARE UP TO THE TASK BEFORE ATTEMPTING THIS PROCEDURE—NEVER EXCEED 2000 RPM WITH WHEELS OFF THE GROUND. FAILURE TO FOLLOW THIS WARNING COULD RESULT IN SERIOUS DAMAGE, PHYSICAL INJURY OR EVEN DEATH!**

GEAR NOISE:

All Gears sold by Moser Engineering are sourced from the strongest, most reliable and best available suppliers. They are aftermarket (non OEM) gears designed for strength and may be noisy. The noise may be more noticeable in street cars with quieter exhaust.

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