



102 Performance Drive
Ph#: (260) 726-6689

Portland, IN 47371
Fax#: (260) 726-4159

Visit us on the web at
www.moserengineering.com

Moser Engineering Bolt-In Rearend Housing Information

WARNING!!!

This housing may contain foreign materials that were used in the manufacturing process. It should be thoroughly cleaned before being assembled. Failure to do so may cause damage to the carrier assembly.

Your housing should include:

- 8 ea - Housing End T-Bolts (9" Ford & 12 Bolt rears)
- 10 ea - Center Section Bolts (9" Ford only)
- 2 ea - Inner Housing Seals (9" Ford & 12 Bolt rears)
- 2 ea - 1/8" shims (GM F-Body)

If these parts are missing, contact Moser Engineering and we will ship them to you.

You will need:

- 8 ea - 3/8"-24 nuts & washers for the housing ends
- 10 ea - 3/8"-24 nuts & washers for the center (9" Ford only)
- **Other small parts may be needed depending on application.*

Gear Lube: (USE NON-SYNTHETIC ONLY)

- 9" Ford - approximately 4 quarts
- 12 Bolt - approximately 3 quarts
- **If you are using a Limited Slip differential, you will need to add Limited Slip Additive to the fluid.*
- **If you are oval track racing, you will need to add 2-3 extra pints of gear lube.*

9" Ford & 12 Bolt Bolt-In Information: Venting

- Your Moser Bolt-In housing needs to be vented for proper operation. A hole has been provided in the tube and a 1/4" pipe thread air line fitting has been included. After installing the fitting, run a rubber or plastic line from the fitting to a suitable location on the frame. Allow enough line to compensate for suspension travel.

F-Body 9" Ford Bolt-In--1982-present Camaro & Firebird

- If you have an *F-Body 9" Ford Bolt-In* rear with the torque arm bracket, it may be necessary to grind one of the ribs on the case to allow for clearance of the torque arm bracket. The necessary grinding will not affect the strength of your rear in any way.

F-Body 12Bolt Bolt-In--1982-present Camaro & Firebird

- If you are using an aftermarket torque arm instead of the stock torque arm you may need to get longer torque arm bolts to ensure they have enough thread engagement and will not come loose. If the aftermarket torque arm is thicker than the stock one where the bolts attach it to the housing, you will need longer bolts. The thread on the bolts is 1/2"-13. To further ensure the bolts do not come loose, we recommend using threadlocker on the bolts when installing them.

F-Body 12 Bolt & 9" Ford Bolt-In--1982-present Camaro & Firebird

- Your new housing has larger tubes than your stock rear. Your stock sway bar mounts will probably not fit the tube. You will need to get muffler clamps made to fit either a 3" OD tube and adapt the sway bars to them or to get aftermarket sway bar adapters.
- In many applications, you will need a conversion u-joint to adapt the stock driveshaft to the new pinion yoke. You should also check to make sure the length of the stock driveshaft will work with your new rear.
- Your new Bolt-In housing does not have the tabs on it for attaching the brake lines. You may have tabs welded to the rear or a common and easy way to secure the brake lines is with cable ties.
- If you purchased your 12 Bolt with a *Performance Rear Cover* with the load bolts to support the main caps, it may interfere with your panhard bar. If it does, simply grind the head of the load bolt for clearance.

See Reverse Side for Brake Installation Instructions