TA REAR END GIRDLE INSTALLATION INSTRUCTIONS

TA 1803	**9.5” 14 Bolt GM Truck**	**TA 1810**	**12 Bolt Chevy Car**
TA 1804	**9.75” 12 Bolt Ford Truck/Lightning**	**TA 1811**	**12 Bolt Chevy Truck**
TA 1805	**7.5” Ford**	**TA 1812**	**Dana 60**
TA 1806	**8.8” Ford**	**TA 1813**	**Dana 70**
TA 1807	**10 Bolt Chevy/Grand National**	**TA 1814**	**Dana 44**
TA 1808	**10 Bolt B.O.P. (`64-`71)**	**TA 1817**	**Dana 35**
TA 1809	**GM 7.5” 10 Bolt**	**TA 1818**	**9.25” 12 Bolt Dodge Truck**

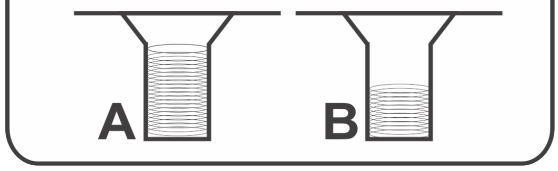
Note: *On some GM 1/2 ton Trucks and SUV’s, approximately model year 2000 and newer, metric hardware is used. Check your application before starting the installation. Original hardware will have an “M8” marking on the bolt heads. If metric hardware is required it can be obtained from a local hardware supplier or call TA Performance.*

1. Drain rear end of gear oil and remove stock cover.
2. Check all internal components for visible excessive wear, cracks, etc.
3. If using the OPTIONAL Bearing Cap Stud Kit do the following:
   - **A.** Working one cap at a time, break both bolts loose then remove one bolt. Install stud and tighten or torque the stud into the housing 10 ft/lbs (120 in/lbs). Install washer and nut finger tight. Repeat for the second bolt on the same cap. Then torque the nuts to 60-75 ft/lbs for TA 1815 (GM Applications), or 85-90 ft/lbs for TA 1816 (Ford & Dana Applications).
   - **B.** Repeat procedures for the second bearing cap.
4. Thoroughly clean the gasket surface of the housing.
5. Inspect the mounting holes on the differential.

NOTE: *On rare occasions some B.O.P. Differentials (TA 1808 applications ONLY) have counter-sunk threads. If the threads are not flush with the gasket surface, DO NOT proceed. Obtain 1-3/4” long bolts from a local hardware supplier or call TA Performance for longer hardware. Using the provided hardware will result in thread damage. See diagram to the right.*

TA 1808 APPLICATIONS ONLY

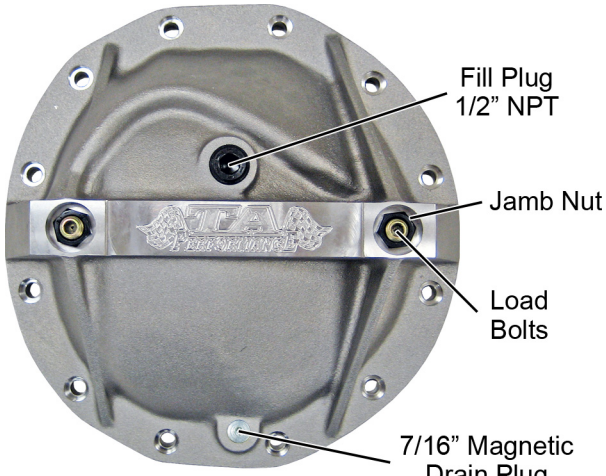
Inspect the 10 mounting holes, the hardware supplied is for holes with the thread near the gasket surface (fig. A). You will need longer hardware if your threads are recessed (fig B.)



6. For best results we recommend running a bottoming tap through each bolt position. This will ensure that each bolt torques properly.
7. Back Load Bolts out to clear the bearing caps, but do not remove them, failing to do so may damage the cover or bearing caps.
8. Install the TA Performance Rear End Girdle with the supplied gasket, bolts and washers.

Note: *On GM applications, if the original brake like bracket is being retained, install the spacer washer and longer bolt (some applications will use the same length bolt) that is included with the hardware kit.*

9. Torque the mounting bolts to 25 ft/lbs (max) for Ford & GM applications. Torque Dana applications to 30 ft/lbs (max).
10. Screw the two load bolts in by hand until they make contact with the bearing caps.



Typical Girdle

11. Torque the load bolts to 5 ft/lbs (60 in/lbs) MAXIMUM, excessive torque will result in distorted bearing caps. DO NOT OVER TORQUE THE LOAD BOLTS! Torque the jamb nuts to 20 ft/lbs to lock the load bolt.
12. Fill the rear end with gear oil using the provided fill hole on the TA Rear Cover. Most rear ends take 2 Qts.
    - On GM & Ford Produced rears, fill with oil until oil runs out the factory fill location on the side of the housing.
    - On Dana 60 & 70 fill with 2.5 quarts of fluid.
    - On Dana 35 & 44 fill until fluid runs out of the fill hole on the TA Girdle.

NOTE: Do Not Overfill The Rear End

California Proposition 65 Warning

WARNING: This product contains chemicals known to the State of California to cause cancer, and birth defects or other reproductive harm.
ADVERTENCIA: Este producto contiene productos químicos reconocidos por el estado de California que provocan cáncer, defectos de nacimiento u otros daños reproductivos.
For more information: www.P65Warnings.ca.gov