

rear end, differential, gears. T5s rebuilt (Aloha)



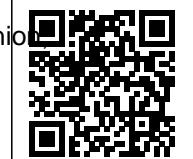
Location

Oregon

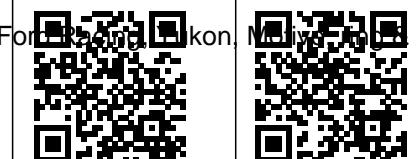
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Mechanic specializing in rear end gear swaps, posi or just rebuild differential with all new bearings, races and seals. Why put another 100k junkyard rear end in it when you can have it completely gone through and have a basically new rearend. Usually it just needs bearings. Once the bearings start to wear the ring & pinion contact pattern does not properly line up causing a whine or howling noise. For generally \$280 labor plus parts you will have something that will last a long time. I will need a tag # from the rearend to properly quote and supply the correct bearing kit that it will need. Bearing kits start at \$140. Or if you have anything else auto/truck related. I also do the basic mechanic stuff like timing belt, accessory belts, ball joints, tie rods, brakes, transmission service, starter, alternator. Call for quote. Can also rebuild your Borg Warner T5 transmission.

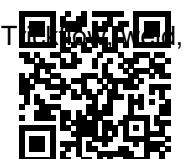
Just for reference here are a just a couple of other projects I have done. The 93 Mustang I built from the ground up everything except the machine work and the Tremec TKO trans. This included the assembly of the 408ci motor which put out 441hp to the wheels. The 67 Mustang I built and installed the motor, installed the Tremec TKO trans and built the 98 Ford Explorer rear end to fit. Great way to go the Explorer rear end came with 3.73 gears, traction lock, disc brakes and 31 spline axles. The leaf spring perches needed to be relocated and properly clocked for pinion angle and a custom drive line had to be made for this to work. As you can see by my work I take pride in what I do and pay attention to detail.



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