

## GM9.5 12 BOLT REGEAR 2014 CHEVY



**Overview:** In 2013 GM has changed the rear-end packages offered in their 1500 series trucks

- V6 4.3 motor – GM8.8 Unknown Specs
- V8 5.3 – GM9.5 12 BOLT (Different Spline count on yoke, Different Pinion Seal, Different carrier, different shafts lengths, Different cover from the previous version of the GM9.5 14 Bolt)
- V8 6.2 – GM9.75 (Included with Max trailer package all models?) Unkown Specs

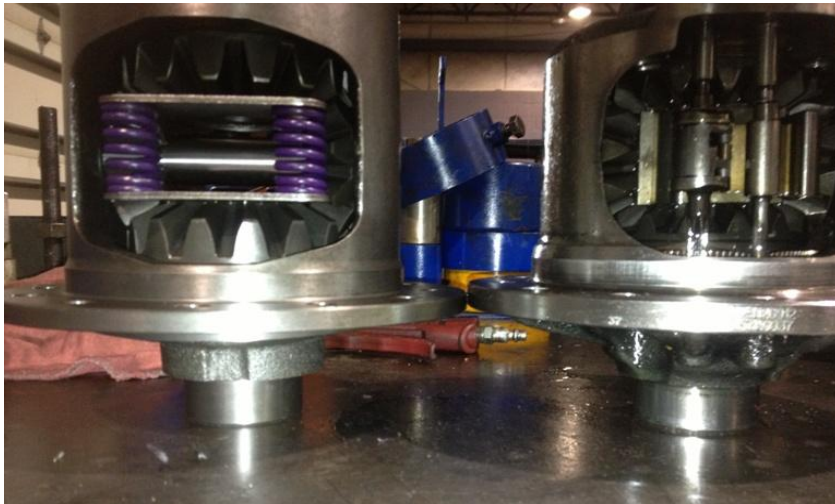


### **GM9.5 SPECS:**

- 12 Diff Cover Bolts
- PINION SHIM: .023 Under the Bearing
- Inner Pinion Bearing/ Race HM804846 / HM804810
- Outer Pinion Bearing and Race HM88649/ HM88610
- Carrier Bearings JLM506849A / JLM506811
- Carrier Shim DS .242 PS .227 No Side adjuster like old GM9.5
- 33 Spline Axles G80 Gov Lock is still a factory installed Option
- OE Deck Height on Carrier 2.610

### **REGEARING GM9.5 12 BOLT REQUIREMENTS (Method 1)**

- GM9.5 RING AND PINION (Standard Old Style: preferred ratio)
- GM9.5 CARRIER (Old Style : Open Loaded, Or Aftermarket Locker or Positraction)
- GM9.5B-MIK-C (Includes New Bearings, All shims Needed, Pinion Seal and Pinion nut)
- YOKE-GM9.5B-C1350U (Includes 1350 U-bolt Yoke, 1350 U-bolts, and Conversion Ujoint)



\*\*\*Note Factory Cover does not clear the GM9.5 CASE, we have a Diff cover spacer ring currently (Requires double gasket) and we are producing an aftermarket cover. Heating and bending the cover is possible to achieve clearance BUT VERY TIME CONSUMING, and you must maintain the flat sealing surface. (Recommend Heating cover with a torch and pushing out on it through pinion snout with pinion removed and cover firmly bolted on. Install carrier and check for clearance before moving onto regearing.)



### **REGEARING GM9.5 12 BOLT REQUIREMENTS (Method 2)**

- GM9.5 RING AND PINION (Standard Old Style : preferred ratio)
- GM9.5B-MIK-C (Includes New Bearings, All shims Needed, Pinion Seal and Pinion nut)
- YOKE-GM9.5B-C1350U (Includes 1350 U-bolt Yoke, 1350 U-bolts, and Conversion Ujoint)
- RETAIN FACTORY CARRIER: Replace Driver Side factory shim w/ a .242 with .060 / Add .182 shim to Passenger side factory shim .227 giving total pass side shim thickness .409.
- The .182 shim change causes brake interference. There is not enough clearance in the caliper bracket to allow the c-clip axle shaft to change position and the rotors will drag the caliper brackets. Solution: Install 1 or 2 9/16 washers between the caliper bracket and backing plate this will space the caliper bracket further in to clear rotor. On Driver side the Caliper bracket or backing plate mounting boss surface has to be milled .140-.180 allowing the caliper to mount further outboard.

\*\*\* NOTE WE DID METHOD 2 AND VERIFIED IT WAS POSSIBLE, BUT DECIDED METHOD 1 WAS THE BETTER OPTION AS IT DID NOT REQUIRE MACHINING NEW OE PARTS\*\*\*