



# Technical Note #1

## Diff Conversion Quote Checklist



When requesting a quote for a diff conversion or new set up, it is necessary to have a basic understanding of what you are wanting. If you are unsure what you need, contact a reputable supplier/manufacturer.

Reputable supplier/manufacturer are extremely hard to find as these days most only offer you what they have on the shelf or able to source from their own suppliers and this may not be necessarily be what you require.

Another issue is a lot of the parts that are offered in Australia are generally cheaply manufactured or a cheap knock off copy of a genuine high quality product.

The below is a checklist of relevant information which is required to build a diff conversion to suit "your" needs:

<b>Vehicle Make:</b>	
<b>Vehicle Model:</b>	
<b>Engine Type:</b>	
<b>Engine Horsepower:</b>	
<b>Engine Torque:</b>	
<b>Transmission Type:</b>	
<b>Vehicle Use (Street, Strip or Race Car):</b>	
<b>Tyre Size:</b>	
<b>Tyre Width:</b>	
<b>Rim Diameter:</b>	
<b>Rim Width:</b>	
<b>Diff Ratio:</b>	
<b>Brake Type (Drum or Disc):</b>	
<b>Stud Pattern:</b>	
<b>Stud Size:</b>	
<b>Stud Thread Type &amp; Length:</b>	
<b>Preferred Differential Hemisphere (LSD, Tru Trac or Full Spool):</b>	
<b>Diff Centre Yoke size &amp; length (Long or Short Series):</b>	
<b>Diff Housing Type (Round Back, Notch Back, Fabricated Sheet Metal Style):</b>	
<b>Width (Standard or Custom):</b>	

The above information is required to help the supplier accurately capture all the requirements of the customer so they can accurately quote to your needs.

We hope the above is useful information and gets your ride on the road quicker.