



SOUTHERN OFFROAD

3347 PELHAM PKWY
PELHAM, AL 35124-2007
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Quote Q004792

Service Advisor: KEITH LOVELADY
Date: 01-02-2021 4:15 PM

Jeff Vaughn (VAU006)

Cell: 205-552-3599

mysterv Vaughn@gmail.com

1984 Chevrolet C10

License Plate: X3326 00

Miles In: 0
Miles Out: 0

CUSTOMER ISSUES AND ADVISORIES

Advisory Notes

When installing a new ring and pinion it is recommended to properly break in the new components. The proper break in procedure will extend the life of the components and help with the prevention of premature failure usually caused by extreme heat.

Although your new ring and pinion is "Lapped" from the factory for smooth quiet operation, they will still need to be broken in once they have been installed. A new ring and pinion will initially run hotter when new and can cause extensive damage if the temperature exceeds ideal operating conditions for an extended period of time.

Break-in procedure:

The first drive with the new ring and pinion should be under normal driving conditions (No hard starts, No racing, No off-roading, No towing and not at Highway speeds).

The vehicle should be driven 15-20 minutes around town, normal stop and go driving. Then you should let the axle assembly "Completely Cool" (this will allow the gear oil to cool down so it does not reach temperatures that will break down the oil, causing loss of protection)

Repeat the 10-15 minute drive and cooling off period a minimum of 2-3 times.

Then you will want to drive on the highway and repeat the process at least 2 times abiding by local speed laws but not exceeding 65 MPH, be sure to let the axle assembly completely cool between drives (very important).

Lastly you will want to change the gear oil after the initial 500-1000 miles and your gears are broken in correctly.

Note: If vehicle will be used for towing, repeat the break in procedure the first time it is used to tow.

Follow the factory service manual for recommended differential service intervals unless the vehicle is used in extreme conditions on a regular basis, you will want to service the differential more often.

I have read and understand the gear break in process and will follow its recommendations for proper break-in.

X _____
VEHICLE NOT HERE FOR ESTIMATE.

WORK TO BE PERFORMED

RE-GEAR REAR END

Advisory Notes

*THIS IS AN ESTIMATE ONLY AND IS SUBJECT TO CHANGE

Labor	Tech	Hrs	Price	Total
RE-GEAR REAR AXLE		5.00	120.00	600.00
Parts	Part No	Qty	Price	Total
Yukon Master Overhaul kit for GM 8.5? differential with afte		1.00	237.90	237.90
High performance Yukon Ring & Pinion gear set for GM 8.5? &		1.00	352.69	352.69
True Trac limited slip for GM 8.5? rear with 28 spline axles		1.00	557.23	557.23
PARTS CLEANER		2.00	3.30	6.60
RTV GEAR OIL GASKET MAKER		1.00	12.59	12.59
REVOLUTION 85W140 GEAR OIL (1 QT)		3.00	13.86	41.58

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RE-GEAR REAR END**SubTotal: RE-GEAR REAR END \$1,808.59**

Labor	600.00
Parts	1,208.59
Hazmat*	0.00
Supplies*	54.26
Taxes	113.64

Estimate Total \$1,976.49

* Shop Supply & Hazmat Fees: This charge represents costs and profits (where applicable) to this repair facility for miscellaneous shop supplies, and/or waste removal

AUTHORIZATION**Date/Time:****Original Estimate Total:****Authorization Method:**☐

Email

☐

Text

☐

Phone

☐

In Person

☐

Fax

Contact Details:**X**_____
*Customer Signature*_____
*Authorized By (Please Print)***Save replacement parts for inspection or return? (Core may apply)**☐

Yes

☐

No

Intended Method of Payment:☐

Check

☐

Credit card

☐

Cash

☐

Other

*** 30% RESTOCKING FEE ON ALL SPECIAL ORDER AND OR NON-STOCKING PARTS ***

This is an estimate only, prices are subject to change

All Quotes / Estimates are valid for 30 days

*** 30% RESTOCKING FEE ON ALL SPECIAL ORDER AND OR NON-STOCKING PARTS ***