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### **Spools & Mini-Spools from Randy's Ring & Pinion**

Randy's Ring & Pinion now has more spools and mini-spools in stock for heavy-duty off-road and racing applications. A rear end spool locks the left and right side axles together for the ultimate in power transfer for racing purposes or serious off-roading, plus additional strength is gained through extra support of the ring gear. The differential is removed when installing the spool, leading to less rotating mass and lower un-sprung weight.

A locked rear axle requires one or both of the tires to slip when turning the vehicle (the outside wheel has to travel farther than the inside wheel, requiring it to turn faster or slip) and as a result is usually not recommended for everyday street driving.

A mini-spool accomplishes the same effect by replacing the spider gears inside a standard open carrier. A mini-spool is less expensive but is not designed for the amount of horsepower a full spool can handle. Either way, Randy's Ring & Pinion has it covered with the best quality spools and mini-spools on the shelf for same day shipping.

Randy's Ring & Pinion has spools in aluminum, steel, and ultra-light steel (mini-spools are available in steel only) with spline variations covered from 26, all the way up to 40 spline (26, 28, 30, 31, 33, 35, & 40). Ford applications include 9-inch, 8.8-inch, and 8-inch rear ends. GM applications include 12-bolt car, 12-bolt truck, 8.5-inch, 8.2-inch, and

7.5-inch rear ends. Other applications include Mopar 8 ¾ inch, Dana 60, Dana 44, and Toyota 4 cylinder, and Toyota V6 rear ends.

Before installing the spool or mini-spool, check out the rest of the rear end. Randy's Ring & Pinion has loads of top-quality rear end parts in stock to keep any rear end in perfect running condition. Randy's also carries oversize yokes, heavy-duty pinion supports, nodular iron and aluminum drop-out center sections, as well as stronger-than-stock axles. Full spool prices start at \$131.00, and mini spool prices

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