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# 6 Honda Civic Sedan Owners Manual

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Time Haynes  
Publications  
The Ford 8.8- and  
9-inch rear  
differentials are two  
of the most popular

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and best-performing differentials on the market. While the 8.8-inch differential is commonly used in late-model Mustangs, the 9-inch is the more popular and arguably the most dominant high-performance differential for muscle cars, hot rods, custom vehicles, and race cars. Built from 1957 to 1986, the 9-inch Ford differential is used in a huge range of high-performance Ford and non-Ford vehicles because of its rugged construction, easy-to-set-up design, and large aftermarket support. The 9-inch differential effectively transmits power to the ground for many classic Fords and hot rods of all types, but it is the choice of many GM muscle car owners and racers as well. These differentials have been used extensively and proven their mettle in racing and high-performance applications. The Ford 8.8- and 9-inch must be rebuilt after extensive use and need a variety of different ratios for top performance and special applications. This Workbench book provides detailed step-by-step photos and information for rebuilding the differentials with the best equipment, installing the gear sets, and converting to Posi-Traction for a variety of applications. It describes how to disassemble the rear end, identify worn ring and pinion gears, other damage or wear, and shows step-by-step rebuilding of the differential. It also explains how to select the right differential hardware, bearings, seals, and other parts, as well as how to set ring and pinion backlash so that the rear end operates at peak efficiency. Aftermarket 9-inch performance differentials from manufacturers including Currie, Moser and Strange are reviewed and you learn how to rebuild and set up these high-

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performance  
aftermarket  
differentials. In  
addition, this book  
provides a  
comprehensive  
identification chart to  
ensure readers  
properly identify the  
model and specifics  
of the 9-inch  
differential. Chapters  
include axle  
identification,  
inspection, and  
purchasing axles for  
rebuilding;  
differential tear  
down; ring and  
pinion gear removal;  
inspection and  
reassembly; drive  
axle choices; and  
more.

How to Rebuild &  
Modify GM  
Turbo 400  
Transmissions  
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Publications

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### *Findex*

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The complete story of the legenday Honda V4 motorcycles and the four-stroke engine design that gave them the name.

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Including full production histories, comprehensive specification details and over 250 colour illustration, the book covers design and development of the first Honda V4, the oval piston NR500, and the VF road models from 1982-1988. Also covered: the iconic sport touring bikes, the VFR750, VFR800 and VFR1200F; the worldwide racing success for Honda Racing Corporation's RC30; the 1990 Pan European/ST1100, with its longitudinal V4 engine, and the 2002 ST1300; Honda V4s in MotoGP; details of the 2014 VFR800

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