

# Does Your Differential Feel Neglected?

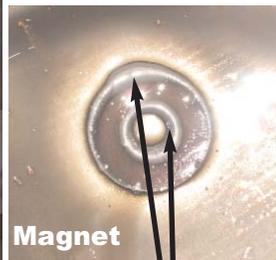
Many truck and SUV owners personalize their vehicles with aftermarket products such as lift kits, tires and rims, custom grills, paint, wheel well flairs and engine upgrades. While these upgrades and accessories can increase engine performance and add plenty of visual appeal, they do nothing for extending drivetrain life. Most people perform proper engine maintenance and change their engine oil on a regular basis, but according to one quick lube business, only about two percent of its customers purchase differential gear lube changes. Sometimes this out of sight, out of mind differential neglect results in costly gear failure, leaving the motorist stranded on the highway.

There are two basic ways to change differential gear lube. The old fluid may be drained or suctioned out and the differential refilled with new gear lube, or the differential cover may be removed to allow more of the old gear lube to drain out and allow access to the magnet inside the differential. Unlike engines, differentials are not equipped with filters. Instead, magnets that are open to the entire gear lube sump are used to catch some of the metal wear particles. When changing differential fluid, the magnet should be cleaned to ensure the new gear lube does not become contaminated.

After draining the old fluid and cleaning the magnet, the differential cover should be re-installed and the differential filled with the correct viscosity grade of AMSOIL SEVERE GEAR® Synthetic Gear Lube. The use of cleaning solvents is not recommended. Initial differential oil changes are recommended by some manufacturers after the first 500 to 3,000 miles.

Even when vehicle manufacturers do not specify to change the factory-fill gear lube to remove wear particles, it is a good practice to do so. For optimum gear and bearing life, AMSOIL recommends the factory-fill differential gear lube be changed no later than the first 5,000 miles with new or rebuilt gears, followed by 50,000 mile drain intervals in severe service or 100,000 mile drain intervals in normal service when using AMSOIL synthetic gear lubes.

AMSOIL recommends any one of three SEVERE GEAR viscosity grades, 75W-90, 75W-110 or 75W-140, for turbo diesel or 4x4 trucks, SUV's and automobiles. SEVERE GEAR 75W-90 (SVG) replaces competitive 75W-90 and 80W-90 gear lubricants and delivers the optimum fuel efficiency and cold temperature performance of all the SEVERE GEAR gear lubes. SEVERE GEAR 75W-110 (SVT) replaces competitive 75W-110, 75W-90 and 80W-90 gear lubricants and delivers increased fluid film wear protection over lighter viscosity fluids and better fuel efficiency than 75W-140 gear lubes. SEVERE GEAR 75W-140 (SVO) replaces competitive 75W-140, 80W-140 and 85W-140 gear lubes in applications where these viscosities are recommended by equipment manufacturers.



Magnet

Iron Wear Particles

Differential gear lube sumps are equipped with magnets that attract metal wear particles.