



Ford 9" PTFE Low Drag Pinion Seal

GearFX Driveline, along with a leading high-performance seal manufacturer, has developed a PTFE low drag pinion seal for the Ford 9" rear gear assembly. This seal has all of the same great benefits as the PTFE low drag transmission seal that was developed in the same manner.

The seal is cased in an aluminum "shot gun" style case and is a direct replacement for the standard 9" seal.

Rig testing was done to compare the PTFE seal to the other brands in the market. The rig was a Ford pinion retainer with the seal area turned out to allow easy installation and removal of the test seals. A clamp plate was made to hold down the seals and keep them from spinning. Once a seal was installed the retainer and the yoke were torqued, the assembly was heated in an oven to 250F. Next the pinion was spun at 3000 RPM for 30 seconds and measured with a digital torque sensor.

Rig Results:	Inch Lbs. Avg.
No Seal	1.95
Ford SVO	3.15
Chicago Rawhide	7.05
GFX PTFE	2.95

Further testing was done at the Auto Research Center driveline dyno. After several baseline runs only the seal was changed. The gear assembly was never removed from the dyno for this round of testing. Therefore, the only variable is the seal and yoke installation. Runs were done using 535HP at 9000rpm with a 3-minute log cycle.

ARC Dyno results:

Baseline with Ford SVO seal	96.58% eff.
GFX PTFE seal	96.63% eff.

The seal is available from GearFX under part number CRS-SM59132.