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POWERTRAX APPLICATION GUIDE

| PRODUCT | MATERIAL | APPLICATIONS | FUNCTION | BENEFITS | EASE OF INSTALLATION | VALUE | GEAR OIL |
|---|------------------------------|---|--|---|----------------------|-------------------|--|
| GRIP LOK  | Fully Machined, Forged Steel | Off-Road Rock Crawling Street/Strip Dedicated Racing | 100% Automatic locking differential that provides ultimate traction. | The GRIP LOK is the ultimate traction solution! Mechanically actuated traction control gives you the strength of a spool when you need it, while opening around turns. | 3-4 Hours | Performance Level | Petroleum Base |
| GRIP PRO  | Fully Machined, Forged Steel | Mild Off-Road Street/Strip Auto-cross Daily Driver Towing | It combines the smooth operation of a limited-slip differential, with the strength of a fully machined, forged steel case. | Using 3x2 spiral gear technology, the GRIP PRO delivers progressive and variable traction. Your throttle input puts you in control of how much traction is applied. Great for use where finesse is as important as brutal traction. | 3-4 Hours | Performance Level | Petroleum Base |
| GRIP LS  | Fully Machined, Forged Steel | Mild Off-Road Street/Strip Daily Driver Towing | Using carbon-fiber and steel friction plate technology, this limited slip differential delivers street-able and consistent traction. | The Powertrax GRIP LS, is a clutch-type differential in a forged steel case. Using carbon-fiber and steel friction plate technology, this limited slip is easy to service and rebuild. | 3-4 Hours | Mid -Range Level | Petroleum Base with Friction Modifier Required |
| NO-SLIP  | 9310 Steel | Off-Road Street/Strip/ Daily Driver Towing | 100% Automatic locking differential that provides ultimate traction | A precise synchronization mechanism eliminates the ratcheting sounds typical of other locking differentials. Replaces the spider gears in your differential carrier without affecting your ring and pinion settings. | 2-3 Hours | Entry Level | Petroleum Base |
| LOCK-RIGHT  | 9310 Steel | Off-Road Street/Strip | 100% Automatic locking differential that provides ultimate traction. | The original lunchbox locker! You can depend on Lock-Right for straightline performance and heavy off-road use. Replaces the spider gears in your differential carrier without affecting your ring and pinion settings. | 2-3 Hours | Budget Level | Petroleum Base |
| FULL SPOOL  | 4140 Chromoly | Off-Road Drag Strip Dedicated Racing | Spools permanently lock both axle shafts together so both rear tires will always turn at the same speed | Spools are forged from premium steel. The forgings are machined on all critical surfaces by computer controlled machining centers and are fully heat-treated. | 3-4 Hours | Performance Level | Petroleum Base |
| MINI SPOOL  | 4140 Chromoly | Off-Road Drag Strip Dedicated Racing | Mini Spools permanently lock both axle shafts together so both rear tires will always turn at the same speed | Mini Spools are designed to replace the spider gears inside the stock, open differential carrier. | 2-3 Hours | Budget Level | Petroleum Base |

See page 20 for complete warranty information.

POWERTRAX APPLICATION GUIDE

AMC 20

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|--------------|
| 29 | OPEN | | 1710-LR | 92-0120-2900 |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

CHRYSLER 8.25"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 27 | OPEN | | 1230-LR | 92-0382-2705 |
| 27 | TRAC-LOK | | --- | --- |
| 29 | OPEN | | 1250-LR | 92-0382-2905 |
| 29 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| ALL | LS308227 | --- | --- |
| ALL | LS308227 | --- | --- |
| ALL | LS308229 | GT308229 | --- |
| ALL | LS308229 | GT308229 | --- |

CHRYSLER 8.75"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|---------|
| 30 | OPEN | | 1240-LR | --- |
| 30 | TRAC-LOK | 57-74 | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | GT308730 | --- |
| 2.73 & UP | --- | GT308730 | --- |

CHRYSLER 9.25"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 31 | OPEN | | 1220-LR | 92-0392-3105 |
| 31 | TRAC-LOK | | --- | 92-0392-3125 |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| ALL | LS309231 | --- | --- |
| ALL | LS309231 | --- | --- |

DANA 25

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|---------|
| 10 | OPEN | | 2110-LR | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

DANA 27

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|---------|
| 10 | OPEN | | 2115-LR | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

DANA 30

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 27 | OPEN | | 2210-LR | 92-0430-2700 |
| 30 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| 3.73 & UP | --- | GT443027 | --- |
| 3.73 & UP | --- | --- | --- |

POWERTRAX®
EXTREME TRACTION SYSTEMS



DANA 35

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---|------------|--------------|
| 27 | OPEN | 1992.5 & EARLIER NON-ABS, C-CLIP & NON C-CLIP, CASE ID 1.626" | 2310-LR | 92-0435-2705 |
| 27 | OPEN | 1993 & LATER/ABS, C-CLIP & IFS, CASE ID 1.558" | 2311-LR | 92-0435-2706 |
| 27 | OPEN | IFS | 2310-LR | --- |
| 27 | OPEN | IFS & ABS | 2311-LR | --- |
| 27 | TRAC-LOK | TRAC-LOK, C-CLIP | --- | 92-0435-2725 |
| 27 | TRAC-LOK | TRAC-LOK, NON C-CLIP | --- | 92-0435-2720 |
| 30 | OPEN | FOR AFTERMARKET UPGRADE 30 SPLINE AXLES ONLY. | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| 3.54 & UP | --- | GT443527 | LK443527 |
| 3.54 & UP | --- | GT443527 | LK443527 |
| 3.54 & UP | --- | GT443527 | LK443527 |
| 3.54 & UP | --- | GT443527 | LK443527 |
| 3.54 & UP | --- | GT443527 | LK443527 |
| 3.54 & UP | --- | GT443527 | LK443527 |
| 3.54 & UP | --- | --- | LK443530 |

DANA 44

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|----------------------------------|------------|------------------------------|
| 10 | OPEN | FITS DANA 41 AND 44 MODELS | 2415-LR | --- |
| 19 | OPEN | | 2413-LR | --- |
| 27 | OPEN | | --- | 92-0444-2700 |
| 30 | OPEN | | 2410-LR | 92-0444-3000, 92-0444-3001** |
| 30 | OPEN | | 2410-LR | 92-0444-3000, 92-0444-3001** |
| 30 | TRAC-LOK | | --- | 92-0444-3020 |
| 30 | N/A | JEEP JK (NON-RUBICON), 2007-2016 | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|-------------|-----------|
| N/A | --- | --- | --- |
| N/A | --- | --- | --- |
| N/A | --- | --- | --- |
| 3.73 & DOWN | --- | GT434430* | LK434430* |
| 3.92 & UP | --- | GT444430* | LK444430* |
| 3.92 & UP | --- | GT444430* | LK444430* |
| 3.73 & DOWN | --- | GT434430JK^ | |

* DUAL DRILLED FOR 3/8" AND 7/16" RING GEAR BOLT HOLES

** WITH IFS

^ DUAL DRILLED FOR 7/16" AND 1/2" RING GEAR BOLT HOLES

DANA 50

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|---------|
| 30 | OPEN | | 2510-LR | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

DANA 60

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------------|------------|--------------|
| 30 | OPEN | C-CLIP & NON C-CLIP | 2610-LR | --- |
| 30 | TRAC-LOK | C-CLIP | --- | 92-0460-3025 |
| 30 | TRAC-LOK | NON C-CLIP | --- | --- |
| 32 | TRAC-LOK | | --- | 92-0460-3220 |
| 35 | OPEN | | 2620-LR | 92-0460-3500 |
| 35 | OPEN | | 2620-LR | 92-0460-3500 |
| 35 | TRAC-LOK | | --- | 92-0460-3520 |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| 4.10 & DOWN | --- | GT436030 | --- |
| 4.10 & DOWN | --- | GT436030 | --- |
| 4.10 & DOWN | --- | GT436030 | --- |
| N/A | --- | --- | --- |
| 4.10 & DOWN | --- | GT436035 | LK436035 |
| 4.56 & UP | --- | GT446035 | LK446035 |
| 4.10 & DOWN | --- | GT436035 | LK436035 |

DANA 70

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|---------|
| 32 | OPEN | | 2711-LR | --- |
| 35 | OPEN | | 2710-LR | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |
| N/A | --- | --- | --- |

DANA 80

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|---------|
| 35 | OPEN | | 2810-LR | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

FORD 7.5"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|---------|
| 28 | OPEN | | 1830-LR | --- |
| 28 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| ALL | LS107528 | --- | --- |
| ALL | LS107528 | --- | --- |

FORD 8"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 28 | OPEN | | 1810-LR* | 92-0680-2800 |
| 28 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| ALL | LS108028 | GT108028 | --- |
| ALL | LS108028 | GT108028 | --- |

* MUST REUSE EXISTING SIDE GEARS

FORD 8.8"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 28 | OPEN | 3/4" SHAFT | 1820-LR | 92-0688-2807 |
| 31 | OPEN | 3/4" SHAFT | 1821-LR | --- |
| 31 | OPEN | 7/8" SHAFT | 1822-LR | 92-0688-3108 |
| 31 | TRAC-LOK | 3/4" SHAFT | --- | --- |
| 31 | TRAC-LOK | 7/8" SHAFT | --- | 92-0688-3128 |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| ALL | --- | --- | --- |
| ALL | LS108831 | GT108831 | --- |
| ALL | LS108831 | GT108831 | --- |
| ALL | LS108831 | GT108831 | --- |
| ALL | LS108831 | GT108831 | --- |

FORD 9"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|--------------------------|------------|--------------|
| 28 | OPEN | | 1810-LR* | 92-0690-2800 |
| 28 | TRAC-LOK | | --- | --- |
| 31 | OPEN | | 1810-LR* | 92-0690-3100 |
| 31 | TRAC-LOK | | --- | --- |
| 35 | N/A | 30 DEGREE PRESSURE ANGLE | --- | --- |
| 35 | N/A | 45 DEGREE PRESSURE ANGLE | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|-------------|----------|
| ALL | --- | GT109028 | LK109028 |
| ALL | --- | GT109028 | LK109028 |
| ALL | LS109031 | GT109031 | LK109031 |
| ALL | LS109031 | GT109031 | LK109031 |
| ALL | --- | GT109035 | LK109035 |
| ALL | --- | GT109035-45 | --- |

* MUST REUSE EXISTING SIDEGEARS



THE IMPORTANCE OF TRACTION

Anyone who has driven their car, SUV or light truck up a slippery slope may have noticed that one wheel will begin to slip before the other. Once this happens, the vehicle struggles to continue up the slope, usually with one wheel spinning. The slipping wheel will spin-up and take power away from the other wheel in the axle. Even on a level area that is slippery, the one drive wheel will break traction and spin-up. In addition, on a soft surface such as snow, mud or sand will cause the spinning wheel to sink itself in deeper and deeper causing the vehicle to get stuck. Aside from the inconvenience and annoyance of getting stuck, there are safety issues to consider like risking injury while trying to free the vehicle, and increasing the chance of having an accident.

OPEN DIFFERENTIALS

Very poor traction on low-friction surfaces is a characteristic of conventional "open" differentials that are common today as standard equipment on most rear wheel drive vehicles. This century-old technology delivers virtually all the engine power to the wheel that begins to slip first. Because the wheel that begins to slip has the lowest amount of traction and because all the power is delivered to that slipping wheel, there is insufficient power applied to the non-slipping wheel to adequately propel the vehicle. Although open differentials work adequately on ideal driving surfaces, they perform poorly under adverse traction conditions.

ELECTRONIC TRACTION CONTROL

Electronic stability or traction control detects wheel spin and activates when one wheel loses traction. It applies braking action to a spinning wheel and holds back the throttle, all in an attempt to propel the vehicle forward using the traction remaining in the other wheel. Electronic stability or traction control is usually designed to work in conjunction with the vehicle's anti-lock braking system (ABS), and is adapted primarily to passenger cars rather than heavier duty vehicles. Even with light duty applications, performance results are inconsistent. Car owners with electronic traction control often learn that their traction improvement is so limited they can't even climb their driveways after a light snowfall. Therefore, on/off switches are used with almost all electronic traction control systems. Because of their idiosyncrasies, some drivers opt to leave them turned off, providing no traction benefit whatsoever.

4 WHEEL DRIVE

The increasing demand for more traction has made 4x4's so popular that they continue to be produced in record numbers year after year. But four-wheel drive is a misnomer that misleads consumers into believing that they have the ultimate traction vehicle. Many four-wheel drive vehicle owners get stuck in situations they believed their vehicles could easily handle. As surprising as it seems, most 4x4's are equipped with the same open differentials with the same shortcomings as are found in two-wheel drive vehicles.

A small percentage of 4x4 owners understand all of the ramifications of 4-wheel drive operation and how to fully utilize the potential of their vehicle.

It's an unfortunate reality that vehicle performance sometimes is poor even in brand new 4-wheel drive vehicles. Thankfully 4x4's can be upgraded with the Powertrax line of EXTREME TRACTION SYSTEMS to achieve the extreme traction performance that experienced drivers' demand of their 4-wheel drive vehicles.

LIMITED SLIP/POSI DIFFERENTIALS

Limited-slips are an ideal solution for increased traction and performance. Upgrading to a posi-traction differential when purchasing a vehicle, or adding an aftermarket limited slip differential will immediately provide demanding drivers with a vehicle that transfers more engine power to the wheels that matter.

Limited-slip differentials behave similarly to open differentials when all wheels have equal traction. Limited-slips and posi units utilize a variety of friction mechanisms to smoothly and quietly transfer power to the non-slipping wheel as needed. Some limited slip/posi units utilize friction plates to achieve this while other types feature spiral gearing to achieve similar results. The best limited-slip differentials are able to vary the amount of torque sent to each wheel, based on engine RPMs and wheel slip. Overall, limited slip/posi units are a quiet, affordable and durable option in lieu of the traction limitations imposed by conventional open differentials.

For more information on the Powertrax line of limited slip/posi units see: **GRIP LS and GRIP PRO.**

LOCKING DIFFERENTIALS aka. LOCKERS

Another example of Powertrax EXTREME TRACTION SYSTEM'S traction enhancing technology, locking differentials, will lock the two drive wheels together when the vehicle is driving in a straight line. They deliver straight line driving performance similar to racing "spools" that solidly connect the axles together. When powering straight ahead, engine power is equally delivered to both drive wheels. However spools, when turning, will not allow both wheels to differentiate - resulting in a dangerous condition called "wheel hop" which can result in loss of control of the vehicle. Spools should only be used in dedicated use performance vehicles that are trailered to events. Locking differentials actively and automatically work to prevent wheel hop, allowing full wheel differentiation when cornering and returning to a locked state when the vehicle is going straight again.

Designed for maximum traction and performance that is easy to install - without requiring differential gearing to be reset, "drop in" locking differentials are popular with home mechanics. While most drop in lockers are nearly as strong as a solid racing spool, some models produce a ratcheting noise while cornering. Some performance oriented drivers are reassured by the sound, knowing that their wheels are now "locked". Drivers who prefer more quiet performance should spend a little more to purchase lockers that will lock their axles together using a quieter synchronized mechanism.

For more information on the Powertrax line of lockers see: **GRIP LOK, Lock-Right, and No-Slip**

POWERTRAX APPLICATION GUIDE

FORD 9.75"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|---------------|---------------|------------|---------|
| 34 | OPEN/TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| ALL | --- | GT109734 | --- |

FORD 10.25"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|---------|
| 35 | OPEN | | 1840-LR | --- |
| 35 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| ALL | --- | GT101035 | --- |
| ALL | --- | GT101035 | --- |

FORD 10.5"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|---------|
| 35 | OPEN | 3- PINION | --- | --- |
| 35 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| ALL | --- | GT101035 | --- |
| ALL | --- | GT101035 | --- |

GM 7.5"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 26 | OPEN | | 1930-LR* | 92-0775-2605 |
| 26 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| 3.23 & UP | --- | --- | --- |
| 3.23 & UP | --- | --- | --- |

*1930-LR: TRUE 7.5" CARRIER WITH EQUAL WINDOW OPENING FRONT AND BACK; 26 SPLINE

GM 7.625"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 26 | OPEN | | 1932-LR** | --- |
| 26 | TRAC-LOK | | --- | --- |
| 28 | OPEN | | 1931-LR* | 92-0776-2805 |
| 28 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| 3.23 & UP | --- | --- | --- |
| 3.23 & UP | --- | --- | --- |
| 3.23 & UP | LS247528 | GT247528 | --- |
| 3.23 & UP | LS247528 | GT247528 | --- |

*1931-LR: 7.625" CARRIER WITH LARGE OPENING IN ONE SIDE AND A SMALL OVAL SHAPE OPENING ON THE OTHER; 28 SPLINE

**1932-LR: 7.625" CARRIER WITH UNEQUAL WINDOW OPENING. NORMALLY USED IN THE MONTE CARLO, MALIBU 78-87; 26 SPLINE

GM 8.2"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------------------|------------|--------------|
| 28 | OPEN | BUICK/PONTIAC B.O.P. AXLE | --- | 92-0782-2801 |
| 28 | OPEN | CHEVROLET 8.2" | 1940-LR | 92-0782-2805 |
| 28 | TRAC-LOK | CHEVROLET 8.2" | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| N/A | --- | --- | --- |
| 3.08 & UP | LS208828 | --- | --- |
| 3.08 & UP | LS208828 | --- | --- |

POWERTRAX[®]
EXTREME TRACTION SYSTEMS



POWERTRAX APPLICATION GUIDE

GM 8.5"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|--|------------|--------------|
| 28 | OPEN | - 1998 & EARLIER USE BEARING LM102949 & RACE LM102911 - 1999 & LATER USE BEARING LM603049 & RACE LM603012 | 1920-LR | 92-0785-2805 |
| 28 | TRAC-LOK | - 1998 & EARLIER USE BEARING LM102949 & RACE LM102911 - 1999 & LATER USE BEARING LM603049 & RACE LM603012 | --- | --- |
| 30 | OPEN | - 1998 & EARLIER USE BEARING LM102949 & RACE LM102911 - 1999 & LATER USE BEARING LM603049 & RACE LM603012 | 1921-LR | 92-0785-3005 |
| 30 | TRAC-LOK | - 1998 & EARLIER USE BEARING LM102949 & RACE LM102911 - 1999 & LATER USE BEARING LM603049 & RACE LM603012 | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| 2.73 & UP | LS201028 | GT201028 | --- |
| 2.73 & UP | LS201028 | GT201028 | --- |
| 2.73 & UP | LS201030 | GT201030 | --- |
| 2.73 & UP | LS201030 | GT201030 | --- |

GM 8.6"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 30 | OPEN | | --- | 92-0786-3005 |
| 30 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| 2.73 & UP | LS201030 | GT201030 | --- |
| 2.73 & UP | LS201030 | GT201030 | --- |

GM 8.875" (CAR)

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 30 | OPEN | | 1910-LR | 92-0788-3005 |
| 30 | TRAC-LOK | | --- | --- |
| 30 | OPEN | | 1910-LR | 92-0788-3005 |
| 30 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|----------|----------|----------|
| 3.90 & DOWN | LS231230 | --- | --- |
| 3.90 & DOWN | LS231230 | --- | --- |
| 4.10 & UP | LS241230 | --- | --- |
| 4.10 & UP | LS241230 | --- | --- |

GM 8.875" (TRUCK)

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|--------------|
| 30 | OPEN | | 1910-LR | 92-0788-3005 |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| 3.90 & DOWN | --- | GT248730 | --- |

GM 9.2"/9.5" (14 BOLT)

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 33 | OPEN | | 1950-LR | 92-0795-3305 |
| 33 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | GT209533 | --- |
| N/A | --- | GT209533 | --- |

GM 10.5"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|----------|---------------|------------|--------------|
| 30 | OPEN | | 1955-LR | 92-0705-3000 |
| 30 | TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|-----------|
| 4.10 & DOWN | --- | GT231430 | LK2A1430* |
| 4.10 & DOWN | --- | GT231430 | LK2A1430* |

* INTERNALS ONLY- NEED TO USE EXISTING 4 PINION OPEN CASE HOUSING

POWERTRAX APPLICATION GUIDE

GM 11.5"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|---------------|---------------|------------|---------|
| 30 | OPEN/TRAC-LOK | | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| ALL | --- | GT201130 | --- |

NISSAN - H233

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|---------|
| 31 | OPEN | | 3220-LR* | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

*MUST REUSE EXISTING SIDE GEARS

PONTIAC G8

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|---------------|----------------------|------------|---------|
| 32 | OPEN/TRAC-LOK | PONTIAC G8 2010-2014 | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| ALL | --- | GT230432 | --- |

PONTIAC GTO

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|---------------|--------------------------|------------|---------|
| 28 | OPEN/TRAC-LOK | PONTIAC GTO, 2004 - 2006 | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| ALL | --- | GT204628 | --- |

SUZUKI - SAMURAI

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|----------------------|---------|
| 26 | OPEN | | 1510-LR* or 1530-LR^ | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

* MUST REUSE EXISTING SIDE GEARS.

^ COMES WITH NEW SIDE GEARS.

SUZUKI - SIDEKICK

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|----------------------|---------|
| 26 | OPEN | | 1512-LR* or 1532-LR^ | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

* MUST REUSE EXISTING SIDE GEARS.

^ COMES WITH NEW SIDE GEARS.

SUZUKI - SJ410

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|---------|
| 26 | OPEN | | 1520-LR* | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

* MUST REUSE EXISTING SIDE GEARS.

TOYOTA 7.5"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|---------|
| 27 | OPEN | | 1611-LR | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |

TOYOTA 8"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|--------------|
| 30 | OPEN | 2 PINION | 1610-LR | 92-2080-3001 |
| 30 | OPEN | 2 PINION | 1615-LR | 92-2080-3002 |
| 30 | OPEN | 4 PINION | 1620-LR | 92-2088-3005 |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |
| N/A | --- | --- | --- |
| N/A | --- | --- | --- |

TOYOTA 8.875"

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|---------------|------------|--------------|
| 10 | OPEN | | --- | --- |
| 30 | OPEN | | --- | 92-2088-3001 |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| N/A | --- | --- | --- |
| N/A | --- | --- | --- |

HEAVY DUTY TRUCK APPLICATIONS

EATON 381/401/402

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|-----------------------------|------------|---------|
| 41 | N/A | GRIP LOK, EATON 381/401/402 | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| ALL | --- | --- | LK803041 |

EATON 403/404/405

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|----------------------------|------------|---------|
| 41 | N/A | GRIP LOK EATON 403/404/405 | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| ALL | --- | --- | LK804041 |

MERITOR RT40-145

| SPLINE | TYPE | SPECIAL NOTES | LOCK RIGHT | NO-SLIP |
|--------|------|----------------------------|------------|---------|
| 41 | N/A | GRIP LOK, MERITOR RT40-145 | --- | --- |

| CASE BREAK FOR GRIP | GRIP LS | GRIP PRO | GRIP LOK |
|---------------------|---------|----------|----------|
| ALL | --- | --- | LK902141 |