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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

All units come with 2-year/100,000 mile warranty from date of purchase.

See page 20 for complete warranty information.

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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	---	---	---



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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

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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**

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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



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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

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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	---	---	---

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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

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