

Open / Positraction Differential Identification

SERVICE PARTS IDENTIFICATION										DO NOT REMOVE		
2G1FP22K712141432										09AFL7	1FP87	
AG1	AK5	AQ9	AU3	AX4	A26	A31	BAG	B63	CC1	CT1		
C49	C60	DD9	DE4	DT2	D21	EXP	F41	GU5	G80	IL4		
JAF	J65	K29	K34	K68	L36	MAE	MM5	M49	NP5	NP7		
NT3	NW9	N96	Q11	R7K	STE	TR7	T2H	T2J	T37	T39		
T62	T78	T79	T84	T89	T90	UB3	UC2	UK2	UK3	UL2		
UW3	UZ7	U1S	U75	VA5	VC5	VD1	VE2	VG1	VG4	VG9		
VH5	VJ4	VL4	VL5	VP6	VR7	V76	V78	WX7	Y87	1SB		
11U	191	194	6BP	7BP	8TJ	9TJ						
BC/CC		U	382E				194					

In GM vehicles, look in the glove box. There you will find a sticker located that identifies factory installed options. If you see the code "G80", then the vehicle is equipped with a factory positraction.



Tip for identifying an open differential vs. a positraction differential

- If the carrier is out of the vehicle, you can identify if it is an open differential or a positraction differential by attempting to rotate the spider gears by hand. If you can spin them by hand, it is an open differential. If you cannot spin them by hand, it is a positraction differential.



Open differential. Does not contain any springs or clutches.



Dana Spicer Factory Positraction, "Powr-Lok". Two piece case that bolts together and has four pinion gears.



GM Factory Positraction, "Gov-Lok". Extremely complex unit with lots of small parts in the internals. Resembles the internals of a clock.