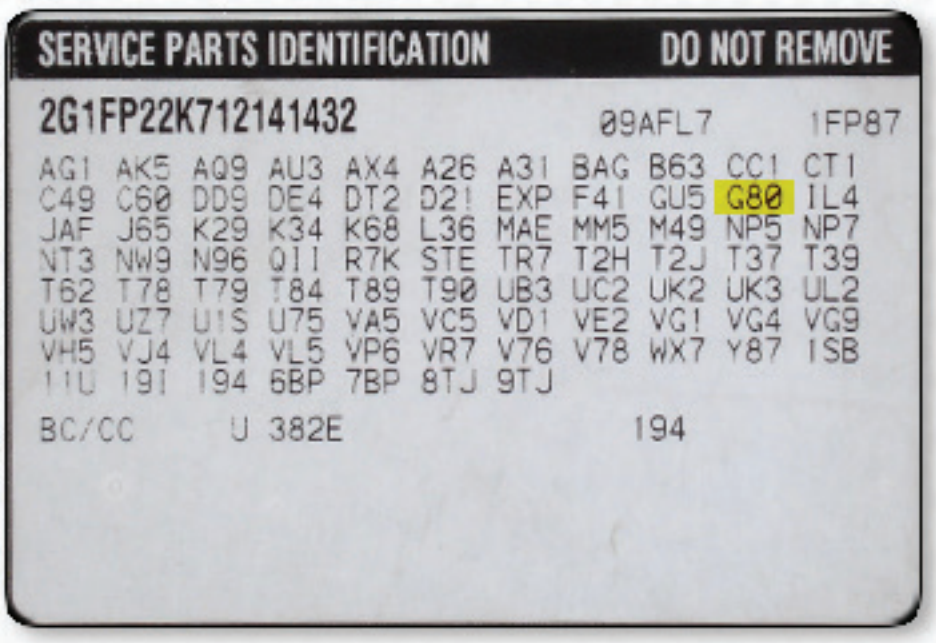
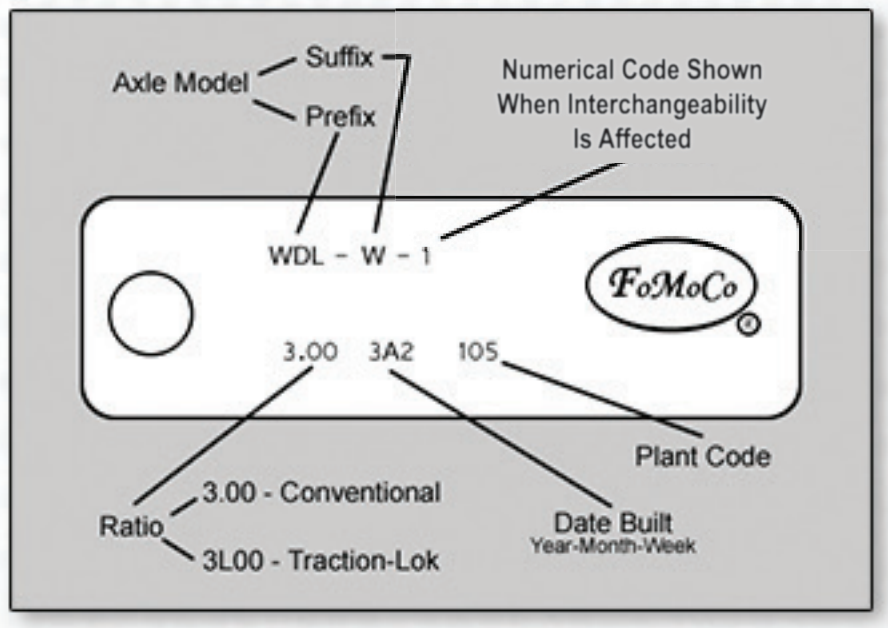
Open / Positraction Differential Identification



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.

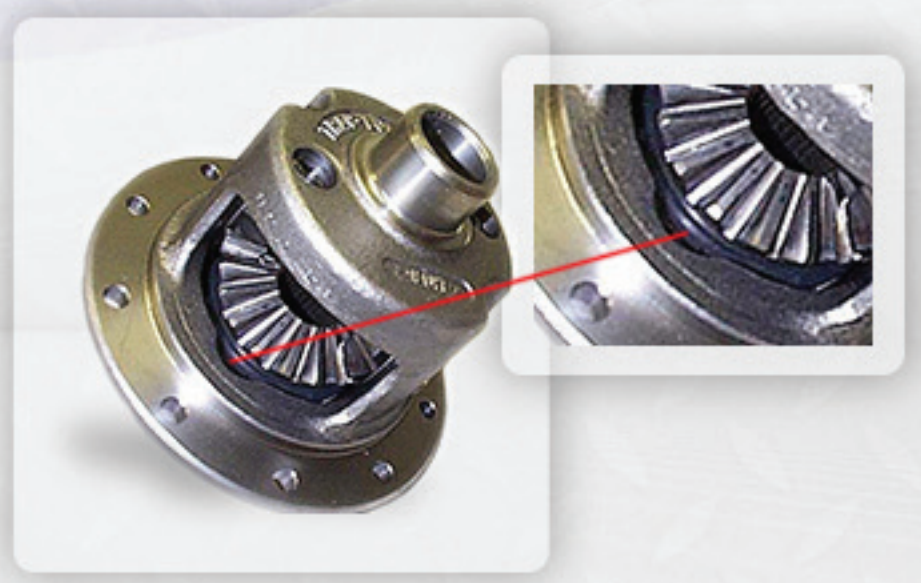


In Ford vehicles, look on the axle housing. Ford vehicles have a tag on the differential that identify both the gear ratio and if it is equipped with a factory positraction. The numbers on the left indicate the gear ratio, such as "x xx". If there is an "L" located between the first and second digit, then the vehicle is equipped with a factory positraction.

Tips 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.
- If the carrier is still in the vehicle, jack the vehicle up so both tires are off the ground and rotate one of the tires. If the other tires spins in the opposite direction, it is equipped with an open differential. If it turns the same direction, it is equipped with a positraction. This method works on non-GM vehicles only.

Open differential. Does not contain any springs or clutches.



Dana/Chrysler Factory Positraction, "Trac-Loc". Clutches are visible behind the side gears.

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

Ford Factory Positraction, "Trac-Loc". Has a S-shaped spring in between the spider gears (which you can see colored green in this photo) and has clutches located behind the spider gears.

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