

# AuburnGear®

PERFORMANCE DIFFERENTIALS



**THE POWER TRANSFER EXPERTS**



**QUALITY AFTERMARKET DIFFERENTIALS  
PROUDLY MADE IN AMERICA**

[www.AuburnGearDiffs.com](http://www.AuburnGearDiffs.com)

## Table Of Contents

03	Introduction to Auburn Gear	20	Ford 7-1/2" 10 Bolt & Ford 8" 10 Bolt
04	Auburn Gear History	21	Ford 8.8" 10 Bolt & Ford 9" 10 Bolt
05	Grip-N-Loc® Overview	22	Ford 9-3/4" 12 Bolt Ford 10-1/4" & 10-1/2" 12 Bolt
06	Select-A-Loc® Overview	23	GM 7-1/2" & 7-5/8" 10 Bolt
07	Auburn Gear OEM History/4 Pinion Differentials	24	Chevy 8.2" 10 Bolt Buick - Olds - Pontiac 8.2" 10 Bolt
08	Rear Axle ID: AMC, Chrysler, Dana, Ford	25	GM 8.2"/8.4" 10 Bolt Corvette 10 Bolt Gen 5 Camaro 218mm 10 Bolt
09	Rear Axle ID: GM	26	GM 8.5" & 8.6" 10 Bolt
10	Rear Axle ID: Toyota and Nissan	27	GM 8-7/8" 12 Bolt - Car
11	AMC 20, 12 Bolt	28	GM 8-7/8" 12 Bolt - Truck GM 11-1/2" 2500/3500 Single and Dual Wheel Truck
12	Chrysler 8-1/4" & 8-3/8" 10 Bolt Chrysler 8-3/4" 10 Bolt	29	Toyota 8" 10 Bolt Toyota 8.0" IFS & Toyota 8.4" 10 Bolt
13	Chrysler 9-1/4" 12 Bolt	30	Toyota 9.5" 12 Bolt, Toyota 10.5" 12 Bolt & Land Cruiser 12 Bolt
14	Chrysler 9-1/4" 12 Bolt "ZF Rear" Ram HD 2500/3500 Truck 11-1/2", 14 Bolt	31	Toyota Sequoia Nissan Titan 10 Bolt
15	Dana 30 & 35	32	Grip-N-Loc Service Kits
16	Dana 44	33-34	Select-A-Loc® Service Kits Limited Slip Additive & Gear Oil
17	Dana Super 44 & 50	35	Tire Chart
18	Dana 60	36-38	FAQs
19	Dana 70 & 80		

# AuburnGear PERFORMANCE DIFFERENTIALS



## **GRIP-N-LOC**

LIMITED SLIP DIFFERENTIAL

**UPGRADE TRACTION...CONFIDENCE  
IN ALL ROAD CONDITIONS**

All New Design:

- Case material 50% stronger than OEs
- Cone clutch...25% increase in performance
- Hardened-steel gears...confidence in extreme conditions
- Exclusive 2-year warranty



## **SELECT-A-LOC**

ELECTRONIC LOCKING DIFFERENTIAL

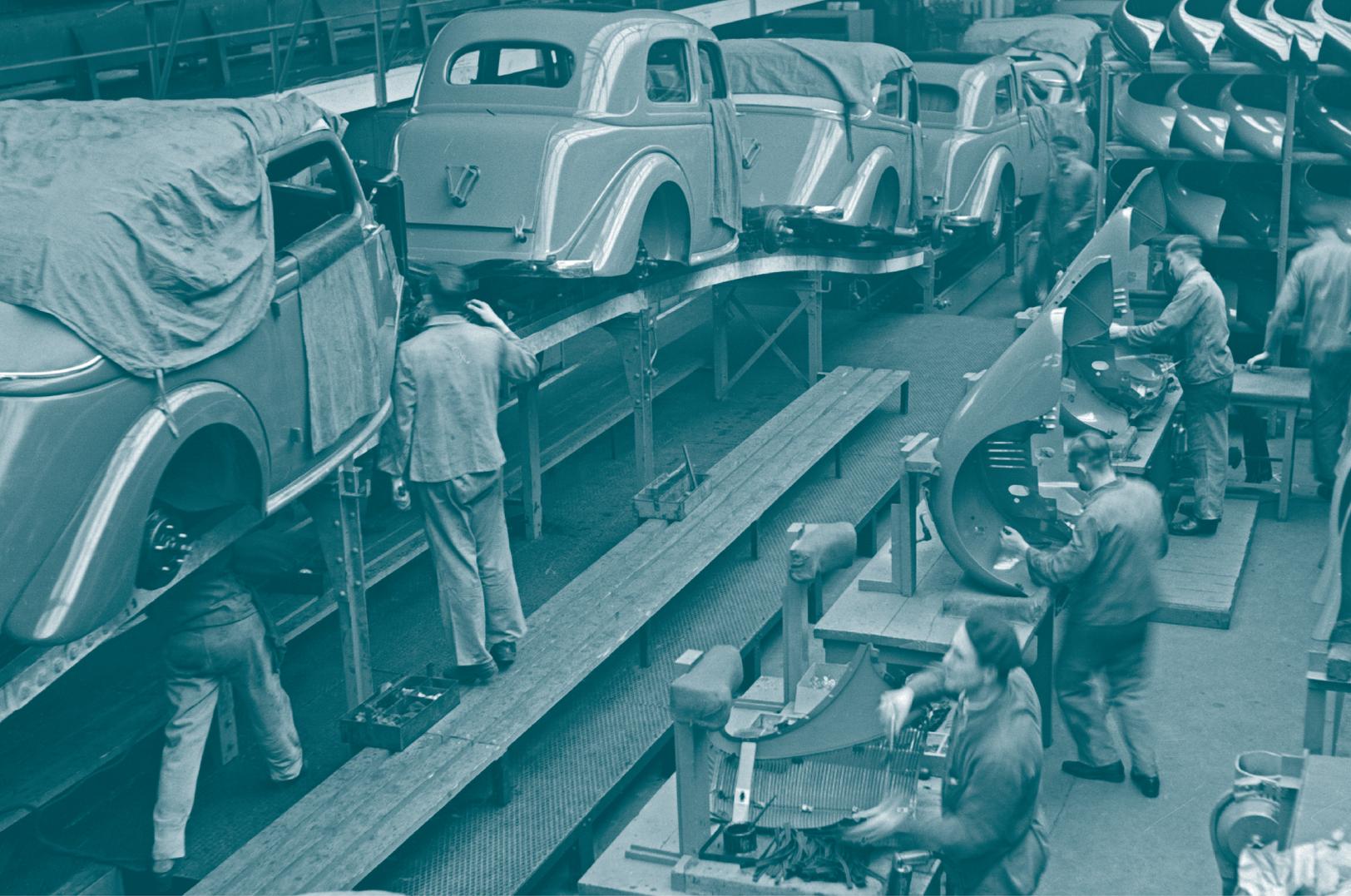
**PUSH BUTTON TRACTION CONTROL**

- No airlines or tank required
- High strength case & gears...bullet proof design
- Lightning-fast engagement
- Two Configurations:
  - Open to Lock
  - Limited Slip to Lock
- Exclusive 1-year warranty



## **AUBURN GEAR STANDS OUT FROM EVERY AFTERMARKET DIFFERENTIAL BRAND IN THREE DISTINCT WAYS:**

1. With roots extending back to 1901, it is one of the best-known and longest-lasting manufacturers with all USA operations under one roof.
2. Always seeking ways for continuous improvement that will favorably impact our processes, services, and people.
3. Long-term investment in four engineered drive solution divisions to ensure employee, family, and valued Aftermarket customer longevity.



## A History of Power Transfer Expertise.

The Auburn Gear name was first introduced in 1955, but the company's true history begins in 1938 when it was operated under its original name...Borg Warner.

But even before this, we can trace the Warner Automotive Parts Division back to 1901 in the early days of the automobile, when the company was founded in Muncie, Indiana to manufacture complete transmissions, steering gears and differentials for auto manufacturers.

During the 20s and 30s, Warner recognized the need for replacement and service products. During this period, automotive jobbing became important in the distribution of parts, including differentials, to the aftermarket segment. Over time, the Warner Gear Company recognized the growing need for larger facilities to house manufacturing of service (aftermarket) parts and products, and property was acquired in Auburn, Indiana. This location was chosen due to its central location, its shipping facilities and the opportunity for a good community for its employees to live and work. The move was completed in 1938 and the Auburn plant officially opened on April 8, 1938. This new division was called the Warner Automotive Parts Division of Borg-Warner Corporation.

There was growth, new machinery, and nearly 400 people employed every year until 1941. During this period, World War II had a major impact and most production capacity went towards the war effort.

Warner's Auburn plant was divested in 1982, leading to the formation of Auburn Gear. Since then, the company has established itself as one of North America's largest independent producers of construction, industrial and automotive power-transfer gear products, including differentials for the automotive aftermarket.

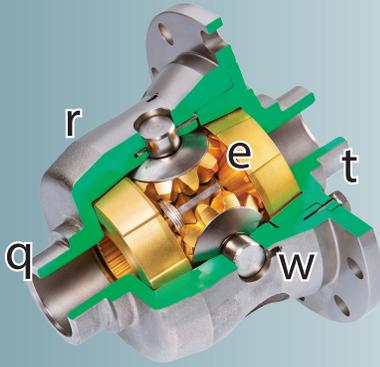
With power transfer products being the company's specialty, it has served companies and the automotive aftermarket with uniquely American-made products. Indeed, American Made is a proud core principle at Auburn Gear and the Auburn brand, today, is the only 100% America-made brand of aftermarket performance differentials with every part of the manufacturing process taking place in Indiana.



# GRIP-N-LOC®

LIMITED SLIP DIFFERENTIAL

## NEW Grip-N-Loc® Limited Slip Differential: Built to exceed your expectations



1. Increased Bias Ratio – Improved Traction
2. Case Material Optimized for Durability in Extreme Conditions
3. Hardened Gear Material Minimizes Wear
4. Gear Tooth Design...Exclusive Cone Clutches
5. Exclusive Cone and Cup Design

Welcome to Auburn Gear's most advanced limited slip differential, the Grip-N-Loc®. It builds upon exclusive technologies previously found in our limited slip line, but is even more robust to satisfy the extreme demands of serious drivers. If you push the limits of performance and traction, perhaps through competition, or simply through extreme weather driving, Grip-N-Loc® is your best choice.

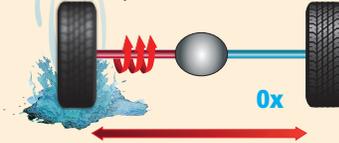
### Case Material

Up to 50% stronger than OE cases.



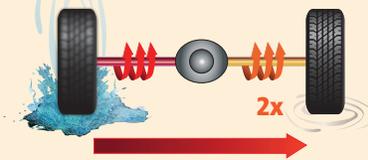
### Standard Open Differential

Equal torque at both wheels = No traction in poor conditions



### OE Limited Slip Differential

The high traction wheel typically receives only 2x the torque of the low traction wheel.

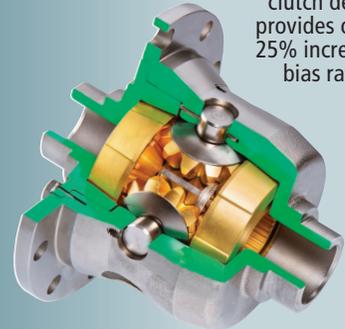


### Grip-N-Loc® Limited Slip Differential

The high traction wheel can receive up to 4.5 to 5.5x as much torque as the low traction wheel.

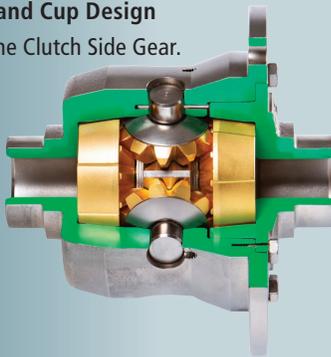


Updated Cone clutch design provides overall 25% increase in bias ratio.



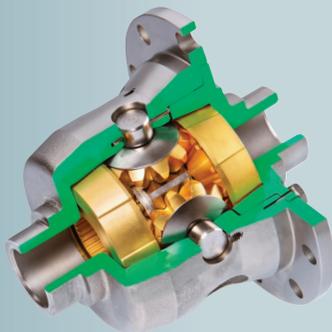
### Exclusive Cone and Cup Design

Cone Clutch Side Gear.



We have the confidence to offer an industry-best 2-Year warranty on Grip-N-Loc® diffs.

Exclusive optimized gear geometry in our cone clutch assembly increases durability for confident high performance driving.



Hardened steel gears for confidence in extreme conditions.



# SELECT-A-LOC®

ELECTRONIC LOCKING DIFFERENTIAL

## Select-A-Loc® offers many advantages over OEM differentials and other specialty differential brands:

- Gearing is made from heat-treated hardened steel... tough, durable, and reliable in the most extreme conditions.
- Heavy-duty construction and high-strength case material allow safe instant engagement while under full load (at low speed, below 5 mph).
- Can be used in front axle applications, with or without lockout hubs.
- Lightning fast engagement and disengagement.
- Select-A-Loc® is virtually silent when used with recommended lubricants.
- Easy installation, no air compressor or hoses required; saves space and has less moving parts.
- Backed with a 1 Year Warranty.

## LIMITED SLIP DIFFERENTIAL TO FULL-LOCK... AN AUBURN GEAR EXCLUSIVE.



This Select-A-Loc® model locks the axle shafts to the diff housing to transfer torque directly from the case, not through the gears.

This electronically-actuated differential operates as a limited slip differential until placed in full-lock mode. Select-A-Loc's exclusive design promises exceptional traction for power sport enthusiasts and anyone driving in extreme conditions.

## Electronic Full Lock Activation

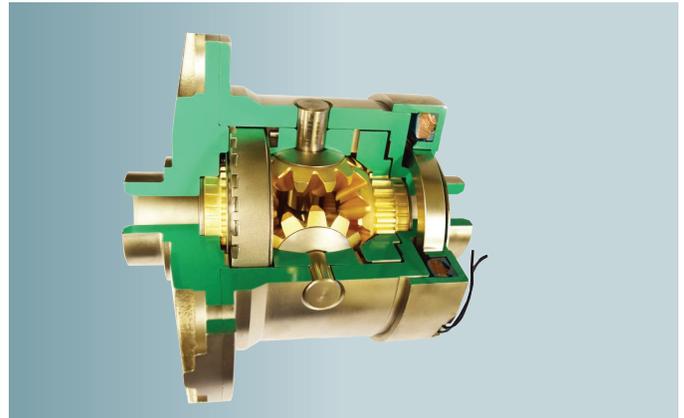
The driver can easily activate Select-A-Loc's locker mode by turning on the switch mounted inside the vehicle cab. This Select-A-Loc® design locks the axle shafts to the differential housing and thus transfers torque directly from the differential case, NOT through the gears for less risk of wear and tear to the gears.

With electronic activation you never have to worry about airlines or a compressor. You'll never lose pressure, so your locker will always activate and deactivate when needed. This also eliminates the cost of installing an air tank and air-lines. Without the tank, you also have more room in your vehicle for other important off road necessities.

## NOTE REGARDING USE IN FRONT AXLES:

In engaged position, Select-A-Loc® will have an impact on vehicle steering, which is why the unit should only be operated off road and at speeds under 20 MPH. The "Limited Slip to Lock" design, when used in front axles, will increase steering effort while in the disengaged position.

## OPEN DIFFERENTIAL TO FULL-LOCK



This Select-A-Loc® design locks the axle shafts to the differential housing to transfer torque directly from the differential case, NOT through the gears!

This electronically-actuated Select-A-Loc® Open to Full-Lock differential behaves like a standard open differential until placed in full lock mode. Our exclusive design promises exceptional traction for power sport enthusiasts and anyone driving in extreme conditions.

Want to learn more about how our Select-A-Loc works? Visit <https://auburngeardiffs.com/select-a-loc-ltd-slip-to-lock/>

# AUBURN GEAR OEM HISTORY



The information provided here will be helpful for those performing restorations with the intent to utilize OEM specified products.

Auburn Gear Part Number	Application
<b>GENERAL MOTORS</b>	
546060	BOP 8.2 (28T Spline, 3.36:1 & Up Ratios)
546061	Chevrolet 8.2 (28T Spline, 3.08:1 & Up Ratios)
546050	GM 8.5 (28T Spline, 2.73:1 & Up Ratios)
546052	GM 8.5/8.6 (30T Spline, 2.73:1 & Up Ratios)
546044	GM 7.5 (26T Spline, 3.23:1 & Up Ratios)
546045	GM 7.5 (26T Spline, 3.08:1 & Down Ratios)
546046	GM 7.625 (28T Spline, 3.23:1 & Up Ratios)
546047	GM 7.625 (28T Spline, 3.08:1 & Down Ratios)
<b>FORD</b>	
546023	Ford 7.5 (28T Spline, All Ratios)
<b>CHRYSLER</b>	
546070	Chrysler 9-1/4 (31T Spline, 2.71:1 & Up Ratios)
546072	Chrysler 8-1/4 (27T Spline, 2.71:1 & Up Ratios)
546074	Chrysler 8-1/4 (29T Spline, 2.71:1 & Up Ratios)
546051	Chrysler 8-3/4 (30T Spline, All Ratios)



## 4 PINION DIFFERENTIALS

At Auburn Gear, whenever the differential packaging allows, we design in a 4-pinion gear set for non C-Clip axle applications in order to provide a torque capacity increase to the customer.

A 2-pinion differential has 2 side gears and 2 pinion gears. 4-pinion differentials also have 2 side gears but they have 4 pinion gears. Since 100% of the torque is transmitted through the pinion gears to the side gears, having more pinion gears means that the torque load is distributed between 4 pinions instead of 2 pinions. So, the 4-pinion arrangement can accommodate higher torque levels than a 2-pinion version of the same physical size.



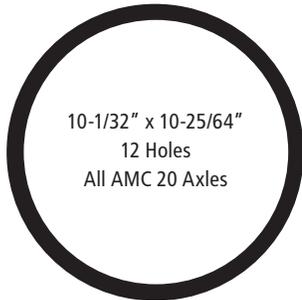
Auburn Gear offers a selection of differentials with 4 pinions as noted below; (these units are also indicated in the application charts throughout the catalog):

Grip-N-Loc® Differentials	Select-A-Loc® Differentials
546036 – Ford 9"	545018, 19 – Dana 44
546043 – Ford 9"	545020 – Dana 50
546059 – Ford 8"	545021 – Dana Super 44
5460131 – Toyota 8"	545022 – 25 – Dana 60
5460132 – Toyota 8.4"	545026, 27, 35, 50 – Dana 70
5460137 – Nissan Titan	545032, 33, 36, 37 – Dana 80
5460138 – Camaro Gen 5	545038 – Toyota 9.5"
5460153 – Ford 8.8"	545040 – Toyota Sequoia
	545041 – 44 – Dana 44
	545045 – Dana Super 44
	545046 – GM 11.5"
	545047 – Toyota 8.4"
	545048, 49 – Toyota 8"

## REAR AXLE IDENTIFICATION GUIDE

This guide can be used to help identify your rear axle make/model. This information should help you locate the Auburn Gear differential model appropriate for your vehicle.

### AMC



AMC 20

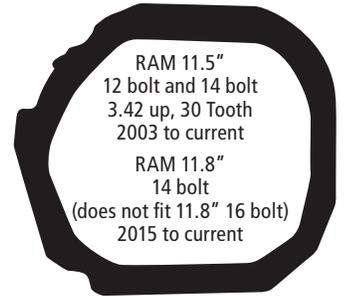
### CHRYSLER



CHRYSLER 8-1/4, 8-3/8



CHRYSLER 8-3/4



CHRYSLER RAM 11-1/2

### CHRYSLER

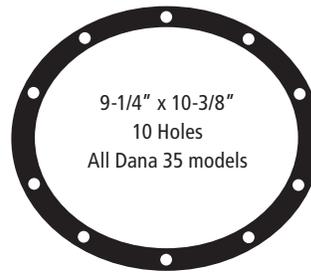


CHRYSLER 9-1/4

### DANA



DANA 30



DANA 35



DANA 44

### DANA



DANA 50/ DANA 60



DANA 70



DANA 80

### FORD

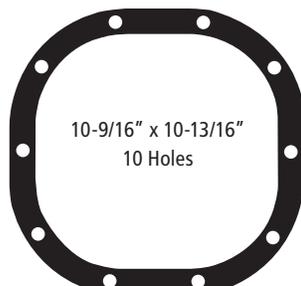


FORD 7-1/2

### FORD



FORD 8



FORD 8.8



FORD 9



FORD 9-3/4

**FORD**



12-1/8" x 13-5/16"  
12 Holes  
All Ford products with  
10-1/4" & 10 1/2"  
ring gear

FORD 10-1/4, 10-1/2

**GENERAL MOTORS**



8-5/16" x 10-9/16"  
10 Holes  
All GM products with  
7-1/2" & 7-5/8"  
ring gear.

GM 7-1/2, 7-5/8



11-1/2"  
10 Holes  
Chevrolet with 8.2"  
ring gear.  
Chevy, Buick, Pontiac, Olds

CHEVY 8.2, BOP 8.2



11"  
10 Holes  
All GM products with  
8.5" & 8.6" ring gear.

GM 8-1/2, 8.6 FRONT

**GENERAL MOTORS**



10-5/8"  
10 Holes  
All GM products with  
8.5" & 8.6" ring gear.

GM 8-1/2, 8.6 REAR



10-7/8" x 10-7/8"  
12 Holes  
Chevy cars with  
8-7/8" ring gear.

GM 8-7/8 12 BOLT CAR



11-1/2"  
12 Holes  
Chevrolet trucks with  
8-7/8" ring gear.

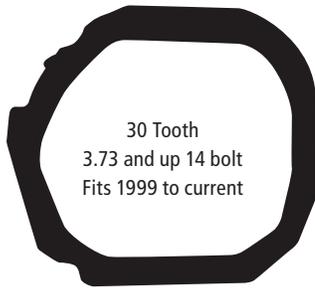
GM 8-7/8 12 BOLT TRUCK



12-1/8" x 13-5/16"  
14 Holes  
All GM products with  
9-1/2" ring gear

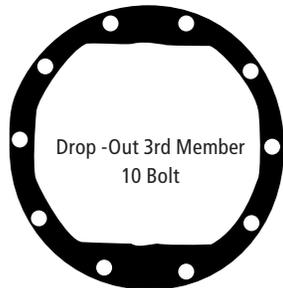
GM 9-1/2

**GENERAL MOTORS**



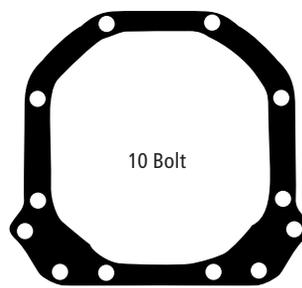
30 Tooth  
3.73 and up 14 bolt  
Fits 1999 to current

GM 11-1/2



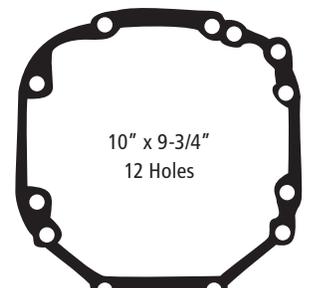
Drop -Out 3rd Member  
10 Bolt

GM 8.2"/8.4" 1955-1964 CHEVY



10 Bolt

1963-1979 CORVETTE



10" x 9-3/4"  
12 Holes

GEN 5-CAMARO-V8



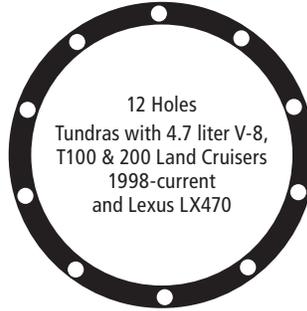
**TOYOTA**



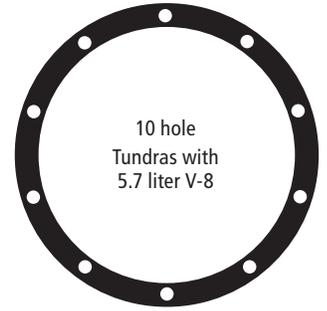
TOYOTA 8



TOYOTA 8.4



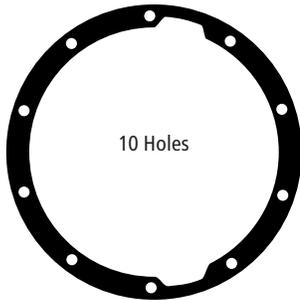
TOYOTA 9-1/2



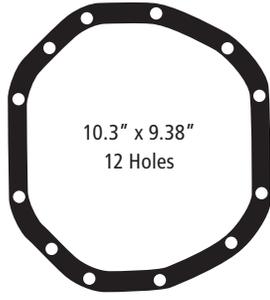
TOYOTA 10.5

**TOYOTA**

**NISSAN**

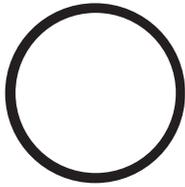


1968-1979 LAND CRUISER



NISSAN TITAN





10-1/32" x 10-25/64"  
12 Holes, Round

**Applications:**  
All AMC 20 Axles.

## AMC 20, 12 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1966–Current	545006	2.73:1 & Down	29 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1966–1986	545007	3.07:1 & Up	29 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1966–1986	546081	3.07:1 & Up	29 Teeth	LM603049	LM603012	Grip-N-Loc

**SPECIAL NOTES:** Some AMC 20 applications require the use of an axle spacer, which is included with the unit (546081 only)

Kit number: 541050.

Not used if axle bearing is updated on 1 pc. axles.

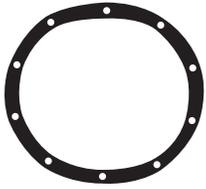
**Part #545006 fits H1 Hummer.**

**IMPORTANT:** Be certain that the axle shaft extends beyond the gear face. Some aftermarket one-piece axle shafts are shorter than the stock shaft. Using an axle shaft that is too short will promote failure to the axle shaft splines.

Make	Year
Jeep C101	1967–1972
Jeep CJ5 / CJ7	1967–1986
Jeep Wagoneer	1967–1986
Jeep J-10	1966–1986
Ambassador	1968–1974
AMX	1968–1979
Concord	1978–1979
Gremlin	1970–1978
Hornet	1972–1978
Javelin	1968–1974
Matador	1972–1978
Pacer V8	1978–1979
Rambler	1969–1972
Scrambler	1976–1978
Spirit V8	1979
Humvee	1984 to Current

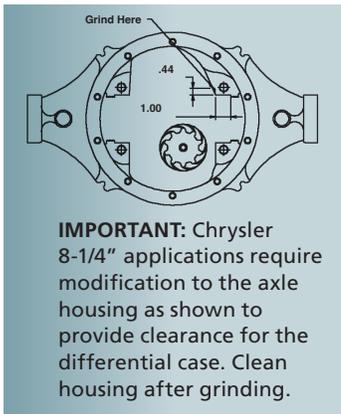


**IMPORTANT:** Bearings not included. Applications listed (make & year) are for reference only. Always verify axle/ring gear size, the ratio to be used and the number of axle splines prior to purchase and installation.



11-3/8" 10 Holes, Oval

**Applications:**  
All Chrysler products with 8-1/4" & 8-3/8" ring gear. Accepts tone ring for ABS applications.



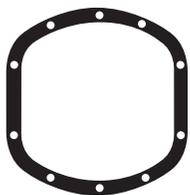
**IMPORTANT:** Chrysler 8-1/4" applications require modification to the axle housing as shown to provide clearance for the differential case. Clean housing after grinding.

## CHRYSLER 8-1/4" & 8-3/8" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1966–1996	546072	2.71:1 & Up	27 Teeth	LM603049	LM603012	Grip-N-Loc
1997–Current	546074	2.71:1 & Up	29 Teeth	LM603049	LM603012	Grip-N-Loc

Make	Year
Jeep Liberty	2002–Current
Passenger Cars, Various	1973–1997
B100 / 150 / 200 / 250	1969–Current
B / D / W-100	1966–1997
B / D / W-200	1969–1997
B / D / W-300	1966–1997
Aspen / Volare	1976–1980
Barracuda / Challenger	1970–1974
Charger / Coronet	1973–1976
Chrysler 300	1972–1979
Cordoba	1975–1983

Make	Year
Dakota	1987–Current
Dart	1972–1976
Diplomat / LeBaron	1977–1983
Fifth Avenue / New Yorker	1972–1988
Imperial	1981–1983
Fury	1970–1981
Mirada / Magnum	1978–1983
Newport	1972–1973
Polaris / Satellite	1970–1974
St. Regis	1979–1981
W100 / 150	1986–Current



8-11/16" x 10-19/32" 10 Holes, Round

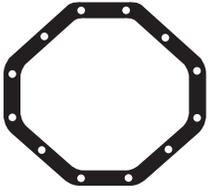
**Applications:**  
All Chrysler products with 8-3/4" ring gear.

## CHRYSLER 8-3/4" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1957–1974	546051	All Ratios	30 Teeth	LM104949	LM104912	Grip-N-Loc

Make	Year
300	1957–1973
B200 / B250	1965–1974
Barracuda	1964–1974
Belvedere	1957–1970
Challenger / Duster	1970–1974
Charger (Daytona)	1966–1974
Concord	1963–1968
Coronet	1969–1970
Dart / Swinger	1966–1972
Fury	1957–1974
Imperial	1957–1974

Make	Year
Monaco	1963–1974
Newport / New Yorker	1969–1974
Polaris	1963–1974
Road Runner / Satellite	1967–1974
Super Bee	1968–1970
Town & Country	1957–1974
Vallant	1960–1974
W100 / W150	1965–1974



12-3/8" x 11-1/2"  
12 Holes, Irregular

**Applications:**

Part #546070:

All Chrysler products  
with 9-1/4" ring gear.

Accepts tone ring for  
ABS applications.

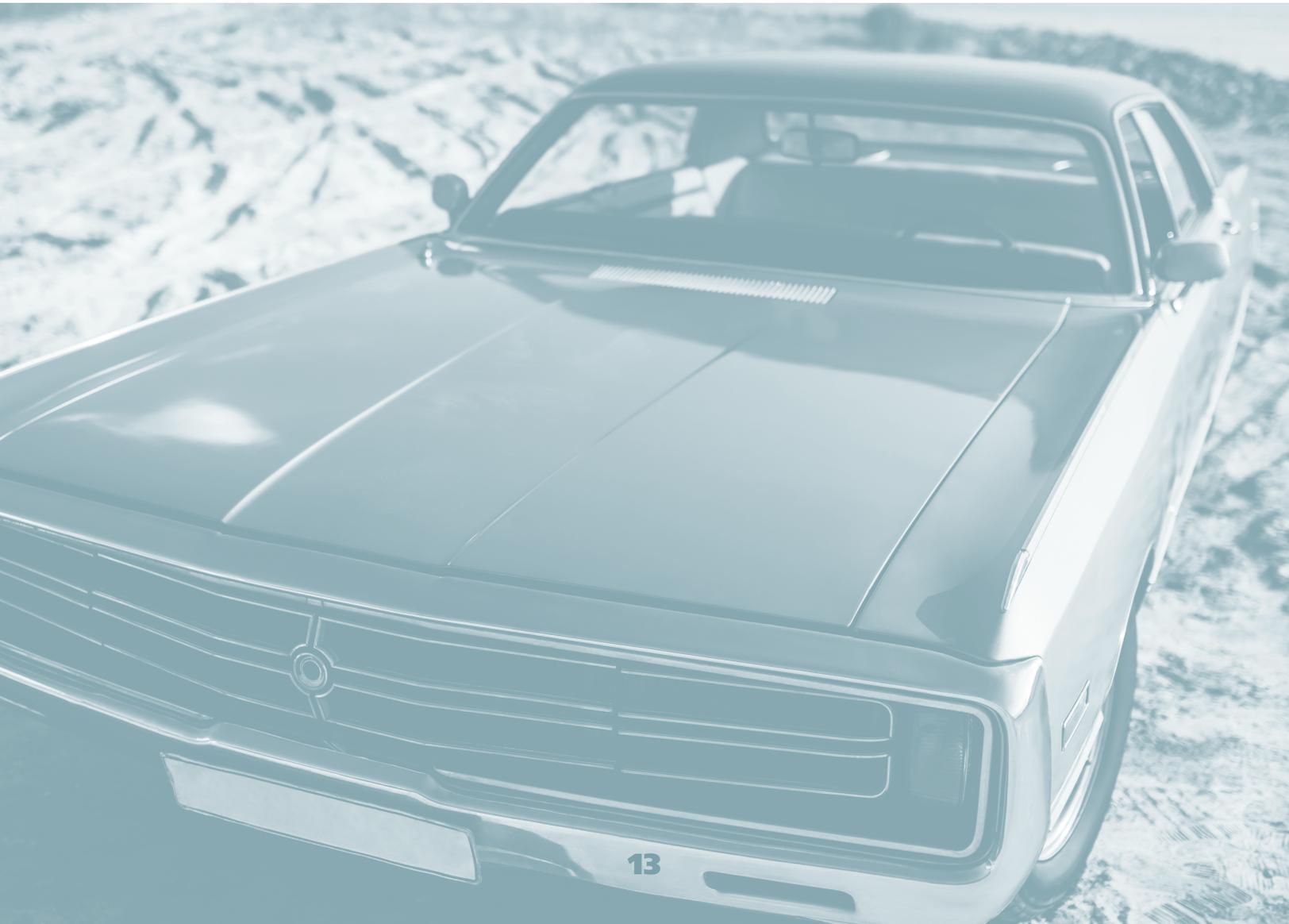
## CHRYSLER 9-1/4" 12 BOLT

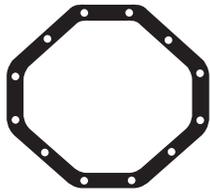
Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1984-2009	546070	2.71:1 & Up	31 Teeth	JLM704649	JLM704610	Grip-N-Loc

Make	Year
B350	1984-2009
D200	1984-2009
D300/D350	1984-2009
Dakota V8	1998-2009
Durango	1997-2009

Make	Year
Monaco	1984-1985
Ramcharger/Trailduster	1984-2009
W100 / W150 W200 / W250	1984-2009

\*Bearing parts numbers are for reference and NOT included unless specifically noted.





11.87" x 12.8"  
12 Holes, Irregular

**Applications:**  
NEW Chrysler 9.25"  
12 Bolt "ZF Rear."  
Works with OEM  
ABS Applications.

## CHRYSLER 9-1/4" 12 BOLT "ZF REAR"

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
2010-Current	5460142	2.71:1 & Up	31 Teeth	JLM704649	JLM704610	Grip-N-Loc

Make	Year
Dodge Durango Citade	2011–Current
Dodge Durango Crew	2011–2013
Dodge Durango Express	2004–2009
Dodge Durango Heat	2004–2009
Dodge Durango Limited	2004–2009
Dodge Durango R/T	2011–Current
Dodge Durango Rallye	2004–2009
Dodge Durango Special Service	2012–Current
Dodge Durango SXT	2012–Current
Jeep Grand Cherokee Laredo	2010–Current
Jeep Grand Cherokee Limited	2010–Current
Jeep Grand Cherokee Overland	2011–Current
Jeep Grand Cherokee Overland Summit	2011–2022
Jeep Grand Cherokee SRT	2011–2022
Jeep Grand Cherokee SRT8	2012–2013
Jeep Grand Cherokee Summit	2011–2022

Make	Year
RAM 1500 Big Horn	2012–2015
RAM 1500 Express	2012–Current
RAM 1500 HFE	2013–Current
RAM 1500 Laramie	2011–Current
RAM 1500	2011–Current
Laramie Limited	2013–Current
RAM 1500 Laramie Longhorn	2011–Current
RAM 1500 Lone Star	2015
RAM 1500 Outdoorsman	2012
RAM 1500 Outdoorsman	2015
RAM 1500 R/T	2013
RAM 1500 SLT	2011–Current
RAM 1500 Special Service	2014
RAM 1500 Sport	2011–Current
RAM 1500 ST	2011–Current
RAM 1500 Tradesman	2011–Current
RAM 1500	2011–Current
RAM Tradesman HD	2012



11-1/2"

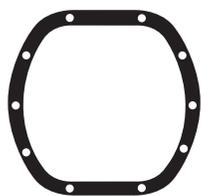
**Applications:**  
AA & M 11.5"

## RAM HD 2500/3500 TRUCK 11-1/2", 14 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
2003-Current	545046	All Ratios	30 Teeth	3994	3920	Select-A-Loc (Open to Lock)

2016 - Current dual rear wheel trucks may use a 16-Bolt rear gear.  
The 545046 will not fit this application

Make	Year
RAM 2500	2003–Current
RAM 3500	2003–Current



9-1/8" x 8-3/4"  
10 Holes

**Applications:**  
All Dana 30 models  
without "C" clips

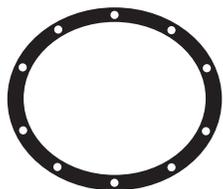
**NOTE:** Model 30 setup  
bearing kit available,  
part number 541074.

## DANA 30

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1967-Current	545016	3.55:1 & Down	27 Teeth	LM501349	LM501314	Select-A-Loc (LSD to Lock)
1967-Current	545017	3.73:1 & Up	27 Teeth	LM501349	LM501314	Select-A-Loc (LSD to Lock)

Make	Year
Jeep C-101 Jeepster	1967–1972
Jeep Cherokee / Wagoneer Full Size	1971–1973
Jeep CJ	1971–1986
Jeep MJ Comanche	1984–mid 1991
Jeep TJ	1986–Current
Jeep XJ Cherokee	1984–2001
Jeep YJ	1987–1996
Jeep ZJ / WJ Grand Cherokee	1993–Current
Ford Aerostar (R)	1985–1989
Jeep Sahara	2007–2018

Front Axle Make	Year
Courier * (F)	1979–1980
Ford Bronco (F)	1967–1971
International Scout (F)	1967–1978
Jeep JK (Non Rubicon)	2007–Current
Mazda * (F)	1979–1980
Nissan * (F)	1979–1980
Toyota * (F)	1979–1980
*Above vehicles that are equipped with conversion front ends	



9-1/4" x 10-3/8"  
10 Holes

**Applications:**  
All Dana 35 models.

## DANA 35

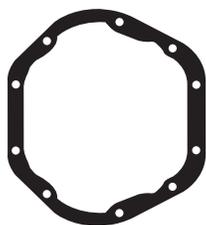
Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1987-Current	545012	3.31:1 & Down	27 Teeth	LM102949	LM102911	Select-A-Loc (LSD to Lock)
1987-Current	545013	3.55:1 & Up	27 Teeth	LM102949	LM102911	Select-A-Loc (LSD to Lock)
1987-Current	545014	3.31:1 & Down	30 Teeth^	LM102949	LM102911	Select-A-Loc (LSD to Lock)
1987-Current	545015	3.55:1 & Up	30 Teeth^	LM102949	LM102911	Select-A-Loc (LSD to Lock)

^30 teeth requires aftermarket axle shafts.

**NOTE:** These are not stock bearings. Bearings  
are available from Auburn Gear.

Bearing kit part number 541070.

Make	Year
Jeep MJ Comanche	1984–mid 1991
Jeep TJ	1997–Current
Jeep XJ Cherokee	1984–2001
Jeep YJ	1987–1996
Jeep ZJ / WJ Grand Cherokee	1993–Current
Front Axle Make	Year
Ford Explorer / Ford Ranger 4.0L * (F)	1990–1997
Mazda B4000 * (F)	1990–1997
Mountaineer 4.0L * (F)	1990–mid 1995
*Above units will work by adding coil spring in the right side axle slip yoke assembly.	



9-3/8" x 10-1/4"  
10 Holes

**Applications:**  
All Dana 44 models  
without "C" clips.

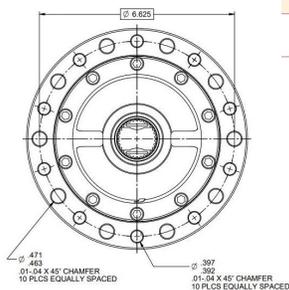
## DANA 44

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1971–Current	545018 <sup>^</sup> ∅	3.73:1 & Down	30 Teeth	25590	25523	Select-A-Loc (LSD to Lock)
1971–Current	545019∅	3.92:1 & Up	30 Teeth	25590	25523	Select-A-Loc (LSD to Lock)
1971–Current	545041 <sup>^</sup> *∅**	3.73:1 & Down	30 Teeth	25590	25523	Select-A-Loc (Open to Lock)
1971–Current	545042∅**	3.92:1 & Up	30 Teeth	25590	25523	Select-A-Loc (Open to Lock)
1971–Current	545043∅**	3.73:1 & Down	35 Teeth	25590	25523	Select-A-Loc (Open to Lock)
1971–Current	545044∅**	3.92:1 & Up	35 Teeth	25590	25523	Select-A-Loc (Open to Lock)
1971–Current	546082	3.92:1 & Up	30 Teeth	25590	25523	Grip-N-Loc
1971–Current	546083*	3.73:1 & Down	30 Teeth	25590	25523	Grip-N-Loc
1970 & Prior	546084	3.92:1 & Up	19 Teeth	25590	25523	Grip-N-Loc
1970 & Prior	546085*	3.73:1 & Down	19 Teeth	25590	25523	Grip-N-Loc

<sup>^</sup>For the 2003-2006 TJ Rubicon, all ratios, please specify part #545018 or 545041  
\*Jeep JK, LJ, and TJ always use 3.73:1 & Down regardless of ratio.  
∅ = 4-Pinion

2007–current JK: Ring gear bolts will need to be drilled out to 1/2".

\*\* Dual drilled for 3/8" and 7/16" (reference outline to left)



**Dual Drilled**  
Dual drilled flange is  
offered for the 545041,  
545402, 545043 and  
545044.

Make	Year
Jeep Comanche	1986–1992
Jeep Cherokee	1976–1992
Jeep C101	1967–1972
Jeep CJ5	1967–1975
Jeep CJ7	1967–1975
Jeep CJ7	1985–1986
Jeep JK (Non Rubicon)	2007–Current
Jeep "TJ"	1997–2006
Jeep Wagoneer	1967–1983
Chevrolet C10 / 5	1960–1970
Cobra	1963–1967
Ford F100 / F150 4x4	1967–1978
Thunderbird	1955–1956
IHC Scout	1967–1980
IHC 100 / 150 / 200 / 1100, 1110 / 1200 / 1210	1965–1970
Jeep Grand Cherokee (No IRS)	Previous–2011

Front Axle Make	Year
Jeep CJ5	1967–1975
Jeep CJ7	1967–1975
Jeep Grand Wagoneer	1984–1992
Jeep J10 / 20	1974–1986
Jeep Wagoneer	1967–1983
Blazer	1975–1979
Chevrolet K10 / 25	1960–1980
Chevrolet K30 / 35	1967–1976
Chrysler W100 / 150 / 200 / 300 / 350	1969–Current
Dodge Ram 1500	1997–2001
Ford Bronco	1971–1997
Ford F100	1967–1997
Ford F150	1975–1997
Ford F250	1967–1997
U100	1971–1978
IHC Scout	1967–1980
IHC 100 / 150 / 200 / 1100 1110 / 1200 / 1210	1965–1970

**NOTE:** Some Dana 44 applications (19 tooth axle splines) require the use of an axle spacer, which is included with the unit.

Dana 44 units cannot be towed behind any recreational vehicles.

**Dana 44 differentials will not fit Dodge Viper or Corvette. Will not work w/ aluminum axle housing. There is a 1" difference in length of differential.**

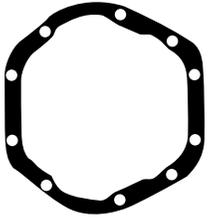
Model 44 setup bearing kit available, part #541075. This is for fit only. Setup prior to bearings being pressed on.

For models 2007 and newer, check your vehicle axle shaft spline before ordering. Some vehicles may have a 31 tooth configuration.

Will not fit in JKs with Tracklock installed "OE."

High Pinion 44 Aftermarket uses 545019 or 545042.

Ring gear bolt holes on flange may or may not need to be drilled out for proper ring gear bolt fit and alignment. (this will not void warranty).



9-3/8" x 10-1/4"  
10 Holes

**Applications:**  
Rubicon Rear and Jeep  
JK Non-Rubicon.

## DANA SUPER 44

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
2007-Current	545021◇	All Ratios	35 Teeth	JLM704649	JLM704610	Select-A-Loc (LSD to Lock)
2007-Current	545045◇	All Ratios	35 Teeth	JLM704649	JLM704610	Select-A-Loc (Open to Lock)

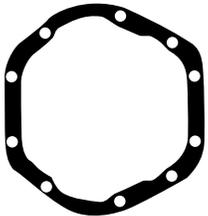
**NOTE:** Auburn Super 44 will not fit Jeep WK.  
Will not fit in JKs with Tracklock installed "OE."

\*\*\*Ring gear bolt holes on flange may or may not need to be drilled out for proper ring gear bolt fit and alignment.\*\*\*

◇ = 4-Pinion

Make	Year
Jeep JK, Rubicon	2007-Current
Rubicon, Rear Only, Non C-Clip	2007-Current

Check bearing size prior to purchase.  
Fits Rubicon-style axles only.



11.98" x 11.15"  
10 Holes

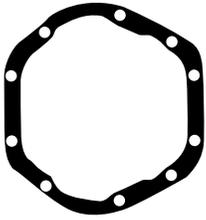
**Applications:**  
Ford F-250, F-350 and  
Excursion front axles.

## DANA 50

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1981-2004	545020	All Ratios	30 Teeth	JLM104948	LM104911A	Select-A-Loc (LSD to Lock)
2000-2005	545020	All Ratios	30 Teeth	JLM104948	LM104911A	Select-A-Loc (LSD to Lock)

Make	Year
Excursion	2000-2005
F250 / F350	1981-2004





12.53" x 11.15"  
10 Holes

**Applications:**  
Gear Ratios: 4.10:1  
& Down, 4.56:1 & Up  
Axle Spline Count: 30  
& 35 Teeth  
Open to Lock

## DANA 60

Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
545022◇	4.30:1 & Down	35 Teeth	387A	382S	Select-A-Loc (Open To Lock)
545023◇	4.56:1 & Up	35 Teeth	387A	382S	Select-A-Loc (Open To Lock)
545024◇	4.30:1 & Down	30 Teeth	387A	382S	Select-A-Loc (Open To Lock)
545025◇	4.56:1 & Up	30 Teeth	387A	382S	Select-A-Loc (Open To Lock)
545051◇	4.30:1 & Down	40 Teeth	387A	382S	Select-A-Loc (Open To Lock)
545052◇	4.56:1 & Up	40 Teeth	387A	382S	Select-A-Loc (Open To Lock)

Make	Year
Studebaker E12 3/4t and E14 1t	1956–1964
Dodge Coronet & R/T	1966–1970
Dodge Charger & R/T	1966–1972
Dodge Super Bee	1968–1972
Challenger	1970–1971
Dodge RAM 2500/3500	1963–1993
Dodge RAM 2500 (V8 Only)	1994–2002
Dodge RAM SRT-10	2004–2006
Plymouth Belvedere	1966
Plymouth Satellite	1966
Plymouth Road Runner	1968–1972
Plymouth GTX	1967–1971
Plymouth 'Cuda	1970–1971
Ford 3/4 Ton Trucks	1955–1985
Ford 1 Ton Trucks	1955–1985
Ford E200 / E250 / E350	1980–1998
Ford UK A0406 Truck (Option)	1973–1982

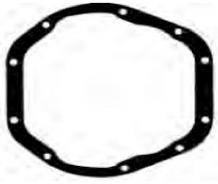
Make	Year
Chevrolet and GMC 3/4 Ton Pickups	1964–1977
Chevrolet and GMC 1 Ton Pickups and Suburbans	1975–1987
Chevrolet and GMC 1 Ton Vans	1979–2012
Jeep J2600 / J2700 / J3600 / J3700	1968–1970
Jeep J4000 / 4600 / J4700	1971–1973
Front Axle Make	Year
Chevrolet 1 Ton K30 / V30	1977–1991
Chevrolet Commercial Utility Cargo Vehicle	1984–1988
Dodge 3/4 Ton D-600 / W-250 / 2500	1975–2002
Dodge 1 Ton D-700 / W-350 / 3500	1975–2002
Ford F250 (Optional)	1974–1979
Ford F250 (Optional)	1999–2011
Ford F350 (Optional)	1974–2011
F450 / F550	2000–Current

**NOTE:** All Dana 60 units with the "Reverse Cut-High Pinion" must use 4:10 & Down Case no matter what gear ratio is being used.

Does not work with C-Clip axles.

For Currie Housings, opposite ratio applies.

◇ = 4-Pinion



9-3/8" x 10-1/4"  
10 Holess

**Applications:**  
Gear Ratios: 4.10:1 &  
Down, 4.56:1 & Up  
Axle Spline Count:  
35 & 40 Teeth  
Open to Lock

## DANA 70

Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
545026◇	4.56:1 & Up	35 Teeth	387A	382X	Select-A-Loc (Open To Lock)
545027◇	4.10:1 & Down	35 Teeth	387A	382X	Select-A-Loc (Open To Lock)
545035◇	4.10:1 & Down	40 Teeth	387A	382X	Select-A-Loc (Open To Lock)
545050◇	4.56:1 & Up	40 Teeth	387A	382X	Select-A-Loc (Open To Lock)

**NOTE:** For Currie Axle Housings, always use 4.10:1 & Down case

Dana 70HD model uses 469/453X carrier bearing & race. ◇ = 4-Pinion

Make	Year
C30 1 Ton 2WD Rear	1974-1988
C3500 Rear	1989-1998
C35 / 3500 1 Ton 2WD Rear	1974-1998
D250 2WD 3/4 Ton Rear	1965-1984
D300 2WD 1 Ton Rear	1960-1980
D350 2WD 1 Ton Rear	1981-1993
E-350 Van 3500 1 Ton Rear	1975-2008
Ford E-450 Rear	2000-2010
Express Van 3500 1 Ton Rear	1996-2001
Ford F-350 1 Ton	1980-1997
Ford F-350 Super Duty 1 Ton Rear	1999-2002
G35 / G3500 1 Ton Rear	1973-199

Make	Year
K30 / 3500 1 Ton 4WD Rear	1970-1989
K35 / 3500 1 Ton 4WD Rear	1977-2000
P30 1 Ton Van	1997-2001
P3500 Rear	1997-1999
Ram Van 3500 1 Ton Rear	1971-1984
Savana 3500 1 Ton Rear	1996-2001
W200 3/4 Ton 4x4 Front	1967-1975
W250 3/4 Ton Rear	1981-1984
W300 1 Ton 4x4 Front	1960-1978
W300 1 Ton 4x4 Rear	1968-1978
W350 1 Ton 4x4 Rear	1981-1984



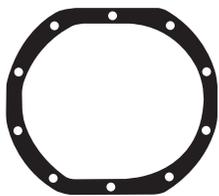
13-7/16"  
10 Holes Irregular

## DANA 80

Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
545032◇	4.10:1 & Up	35 Teeth	469	453X	Select-A-Loc (Open To Lock)
545033◇	3.73:1 & Down	35 Teeth	469	453X	Select-A-Loc (Open To Lock)
545036◇	4.10:1 & Up	40 Teeth	469	453X	Select-A-Loc (Open To Lock)
545037◇	3.73:1 & Down	40 Teeth	469	453X	Select-A-Loc (Open To Lock)

◇ = 4-Pinion

Make	Year
Dodge 3500	1994–2002
Dodge 2500 (equipped w/ manual transmissions & Diesel or V10 engines)	1994–2002
Ford F350 (Select chassis cabs & pick ups)	1988–1998
Ford F350	1999–2016
Ford F450	1988–2004
Ford F450 (13,050 GVW)	2011–2014
GM (C3500 HD)	1991–2002



10-3/4" x 9-9/16"  
10 Holes, Oval

**Applications:**  
All Ford products with  
7-1/2" ring gear.  
Accepts tone ring for  
ABS applications.

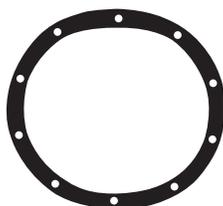
## FORD 7-1/2" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1978–Current	546023	All Ratios	28 Teeth	LM501349	LM501314	Grip-N-Loc

Make	Year
Aerostar	1986–1996
Bobcat	1975–1980
Bronco II	1983–1990
Capri except 86 w/V8	1979–1986
Cougar	1980–1987
Fairmont	1978–1983
Ford Full Size	1979–1986

Make	Year
Granada	1979–1984
Mercury Full Size	1979–1985
Mustang 4 & 6 Cylinder	1979–Current
Ranger without 4.0L	1983–1999
Thunderbird	1980–1994
Zephyr	1979–1983

Ford 7.5" applications require special "C" washers, which are supplied with the differential (18 - 14 - 193 - 001). Includes milled pinion shaft to accept 3.73-4.56 ratios.



11" 10 Holes, Oval

**Applications:**  
All Ford products with  
7-3/4" & 8" ring gear.  
Use Ford M-4216-B ring  
gear bolts for an open-  
type differential.

Limited-slip type bolts  
are too long.

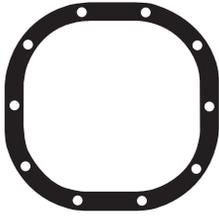
## FORD 8" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1960–1979	546059◇	3.00:1 & Up	28 Teeth	LM102949	LM102910	Grip-N-Loc

◇ = 4-Pinion

Make	Year
Comet	1964–1972
Cougar	1967–1972
Fairlane	1960–1972
Falcon	1962–1970
Mustang	1965–1979





10-9/16" x 10-13/16"  
10 Holes, Oval

## FORD 8.8" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1978–2014	545001	All Ratios	28 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1983–2014	545002	All Ratios	31 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1983–2014	545005^	All Ratios	31 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1983–2014	546054••	All Ratios	31 Teeth	LM603049	LM603012	Grip-N-Loc
1979–2014	546080	All Ratios	28 Teeth	LM603049	LM603012	Grip-N-Loc
1983–2014	5460116••	All Ratios	33 Teeth	LM603049	LM603012	Grip-N-Loc
2015–Current	5460153••◇	3.31:1 & Up	34 Teeth			Grip-N-Loc

^ For IRS applications only •• 9310 Gear Material ◇ = 4-pinion

**Applications for Grip-N-Loc®:** All Ford products with 8.8" ring gear including IRS (Independent Rear Suspension) applications. Accepts tone ring for ABS applications.

5460153 will not fit F150s. It will not accept C-Clips.

**Applications for Select-A-Loc®:** Part #545001, 545002, 545005: All Ford products with 8.8" ring gear including IRS & IFS applications. Accepts tone ring for ABS applications.

No current offering for Lincoln MKX.

Make	Year
Aerostar with 4.0L	1990–1996
Bronco	1981–1994
Capri V8	1986–1997
Cougar	1988–2001
E150 / E250	1983–1999
Expedition Front	1997–2014
Explorer	1990–2014
F100	1981–1997

Make	Year
F150 / F250	1981–2014
F150 Front	1997–2014
Lincoln LS	2001
Mercury Full Size	1982–2014
Mustang V8	1985–2014
Ranger with 4.0L	1990–2014
Raptor	2010–2014
Thunderbird	1987–1994
Mustang	2015–Current



11-3/4" 10 Holes, Oval

## FORD 9" 10 BOLT

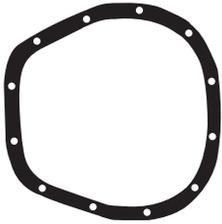
Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1957–1987	546043◇	All Ratios	28 Teeth	LM102949	LM102910	Grip-N-Loc
1957–1987	546036◇	All Ratios	31 Teeth	LM603049	LM603011	Grip-N-Loc

◇ = 4-Pinion

**Applications:**  
All Ford products with 8-3/4" & 9" ring gear. Use Ford M-4216-A210 ring gear bolts for an open-type differential. Limited-slip type bolts are too long.

Make	Year
All Light Trucks	1957–1987
Bronco	1967–1986
Comet	1965–1967
Cougar	1965–1979
E100 / 150	1986–1987
E200	1968–1974
Fairlane	1962–1973
Ford	1957–1980
Granada	1975–1980

Make	Year
Ltd II	1971–1979
Mercury	1957–1973
Mustang	1965–1973
Monarch	1975–1980
Montego	1965–1976
Thunderbird	1957–1973
Torino	1971–1979
Versailles	1977–1980



12.46" x 11.45"  
12 Holes, Irregular

**Applications:**

All Ford products with 9-3/4" ring gear. Accepts tone ring for ABS applications. Fits IRS applications.

## FORD 9-3/4" 12 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1997–Current	546090	All Ratios	34 Teeth	NP343847	NP372019	Grip-N-Loc

Make	Year
E150	1997–2014
E250	1997–2014
E350	1997–2014
Expedition	1997–2014
F150	1997–2014
Lightning	1999–2014
Navigator	1997–2014



12-1/8" x 13-5/16"  
12 Holes, Irregular

**Applications:**

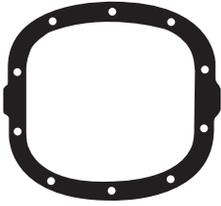
All Ford products with 10 1/4" & 10 1/2" ring gear. Accepts tone ring for ABS applications

## FORD 10-1/4" & 10-1/2" 12 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1983–Current	546089	All Ratios	35 Teeth	469	453X	Grip-N-Loc

**NOTE:** Works with both C-clips (semi-float) and full float axles.

Make	Year
F250	1983–Current
F350	1983–Current
F450	1983–Current



8-5/16" x 10-9/16"  
10 Holes, Oval

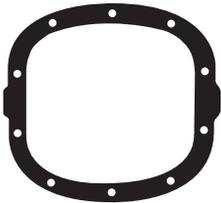
**Applications:**  
All GM products with 7-1/2" & 7-5/8" ring gear.

## GM 7-1/2" & 7-5/8" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone	Bearing Cup	Differential Type
1976–1988	546044	3.23:1 & Up	26 Teeth	LM501349	LM501314	Grip-N-Loc
1976–1988	546045	3.08:1 & Down	26 Teeth	LM501349	LM501314	Grip-N-Loc

Make	Year
Astro / Safari	1985–1988
Buick / Olds / Pontiac Camaro / Firebird	1982–1988
Century / Phoenix Ventura	1978–1981
Chevrolet Full Size	1977–1988
Chevrolet Manza 26T	1975–1980
Cutlass / Grand Prix	1978–1987

Make	Year
El Camino	1977–1988
Full Size	1977–1988
Monte Carlo / Regal	1978–1987
Omega	1975–1979
S10 / S15	1982–1988
Skylark	1976–1979



8-5/16" x 10-9/16"  
10 Holes, Oval

**Applications:**  
All GM products with 7-1/2" & 7-5/8" ring gear. Accepts tone ring for ABS applications.

## GM 7-1/2" & 7-5/8" 10 BOLT (Accepts Tone Ring for ABS Apps)

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone	Bearing Cup	Differential Type
1988–Current	546046	3.23:1 & Up	28 Teeth	LM501349	LM501314	Grip-N-Loc
1988–Current	546047	3.08:1 & Down	28 Teeth	LM501349	LM501314	Grip-N-Loc

**NOTE:** GM 7-5/8" applications use (2) different tone wheels depending on the differential case series.

3.08:1 & down gear ratios—Series 2 Case

3.23:1 & up gear ratios—Series 3 Case.

Make	Year
Astro / Safari	1988–2005
Buick / Olds / Pontiac Camaro / Firebird	1988–2002
Chevrolet Full Size	1988–1996
Full Size	1988–1990
Isuzu Rodeo	1989–1993
Olds Bravada	1991–2002
S10/S15	1988–2005

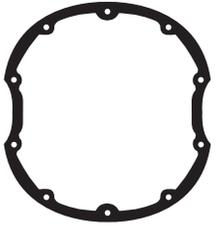
## THE IDEAL DIFFERENTIAL FOR HIGH PERFORMANCE DIESEL TRUCKS:

### NEW GM & AAM 11.5" Select-A-Loc® Open-to-Lock

For the performance diesel truck segment, you won't find a stronger differential anywhere in the market to safely handle the torque generated by today's new engine calibrations.

Check out this HD 11.5 in. Select-A-Loc® for Heavy Duty RAM and GM trucks on pages 14 and 28.





11-1/2" 10 Holes

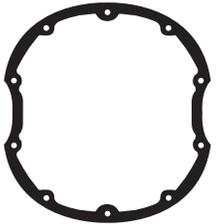
**Applications:**  
Chevrolet with 8.2" ring gear. "C" lock axle.  
25 tooth pinion spline.

## CHEVY 8.2" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone	Bearing Cup	Differential Type
1964-1972	546061	3.08:1 & Up	28 Teeth	LM501349	LM501314	Grip-N-Loc

**NOTE:** Ring Gear bolts are included.

Make	Year
Camaro	1967-1970
Chevelle	1964-1972
Chevrolet	1965-1970
Chevy II	1964-1970
Nova	1970-1972



11-1/2" 10 Holes

**Applications:**  
Buick, Olds, Pontiac with 8.2" ring gear.  
Non "C" lock axle-27 tooth pinion spline.  
Will not fit "O" axle with 12-bolt cover and 10 bolt ring gear

## BUICK - OLDS - PONTIAC 8.2" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone	Bearing Cup	Differential Type
1964-1971	546060	3.36:1 & Up	28 Teeth	LM501349	LM501314	Grip-N-Loc
1964-1971	546099	2.92:1 - 3.23:1	28 Teeth	LM501349	LM501314	Grip-N-Loc

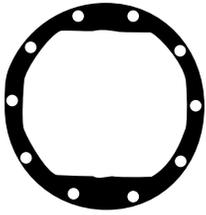
**NOTE:** Differential bearings provided with 546099.

**NOTE:** Stock bearings are usually LM603049/LM603012 for the ring gear side and LM501349/LM501314 for the opposite side.

Some use LM501349/LM501314 for both sides. The Auburn Gear limited-slip differential will fit in either application.

We supply 2 sets of LM102949/LM102911. Axles that have the LM603049/LM603012 bearing will still use that bearing, but the opposite side will require the LM102949/LM102911 that is included with the differential.

Make	Year
Firebird	1967-1971
Olds F85	1964-1970
Tempest / GTO	1964-1971



11.5"  
10 Holes, Irregular

## GM 8.2"/8.4" 10 BOLT 1955-1964 CHEVY

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1955-1964	5460100	3.70:1 & Down <sup>^</sup>	17 Teeth	LM603049	LM603014	Grip-N-Loc
^3 Series Case						

### HOUSING MODIFICATION FOR NON-POSI HOUSINGS

Axle housings not originally equipped with a posi-traction will require modification to provide necessary clearance for the limited-slip differential. No modifications are required if using an original posi housing.

Modify the non-posi housing by removing a portion of the rib as shown below.



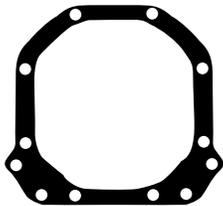
Unmodified non-posi Housing



Modified non-posi Housing

Make	Year
Bel Air	1955-1964
Biscayne	1955-1964
Corvette	1955-1962
Chevy II	1955-1964
El Camino	1955-1964
Impala	1955-1964
Series 150 / 210	1955-1964

**NOTE:** Comes with longer Ring Gear Bolts.



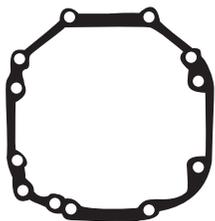
10-1/8" x 9-29/32"  
12 Holes, Irregular

**Applications:**  
Corvette

## CORVETTE 10 BOLT 1963-1979

Year	Part #	Ratios	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1963-1979	546062	2.41:1 to 3.70:1	17 Teeth	LM603049	LM603012	Grip-N-Loc

Make	Year
Corvette	1963-1979



10" x 9-3/4"

**Applications:**  
Gen 5 Camaro V-8  
218mm 10 Bolt

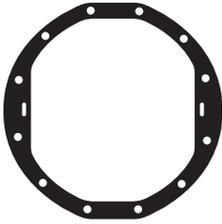
## GEN 5 CAMARO 218MM 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
2010-2015	5460138 •• ◊	3.27:1 / 3.45:1, 3.73:1 / 3.91:1	32 Teeth	TR100802A	STA5078	Grip-N-Loc

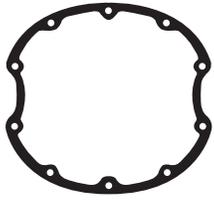
•• 9310 Gear Material  
◊ = 4-Pinion



Make	Year
Camaro SS	2010-2015



**FRONT**  
11" 10 Holes,  
Irregular



**REAR**  
10-5/8" 10 Holes  
Irregular

## GM 8.5" & 8.6" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1971–1988	545003•	2.73:1 & Up	28 Teeth	LM102949	LM102911	Select-A-Loc (LSD to Lock)
1989–1998	545004•	2.73:1 & Up	30 Teeth	LM102949	LM102911	Select-A-Loc (LSD to Lock)
1999–Current	545004	2.73:1 & Up	30 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1971–1988	546018	2.73:1 & Up	28 Teeth	LM501349	LM501314	Grip-N-Loc
1989–1998	546022	2.73:1 & Up	30 Teeth	LM501349	LM501314	Grip-N-Loc
1999–Current	546097	2.73:1 & Up	30 Teeth	LM603049	LM603012	Grip-N-Loc
1971–1988	546050^	2.73:1 & Up	28 Teeth	LM102949	LM102911	Grip-N-Loc
1989–1998	546052^	2.73:1 & Up	30 Teeth	LM102949	LM102911	Grip-N-Loc
1999–Current	546052^	2.73:1 & Up	30 Teeth	LM603049	LM603012	Grip-N-Loc

•541070 bearing kit contains: Two (2) LM102949 and two (2) LM102911

^Large bearing hub—Bearings provided with 546050 and 546052 Units

\*\*Bearings provided in 546052, however if vehicle is '99 model year or newer, bearings will not be used. Use bearings specified above.

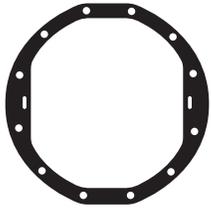
All items above are C-Clip axles.

**Applications:**  
All GM products with  
8.5" & 8.6" ring gear.

Make	Year
Apollo/Regal/Century	1973–1977
Biscayne/Roadmaster	1971–1974
Blazer Front/Rear	1977–1991
Buick Full Size	1977–Current
Camaro	1977–1981
Chevelle	1970–1976
Chevy Full Size	1977–1996
Chevy II/Nova	1970–1979
Cutlass/Grand Prix/ LeMans/GTO/Ventura/ Phoenix	1971–1977
El Camino/Monte Carlo	1971–1977
Electra	1973–1978
G20/G25	1979–Current
Grand National	1984–1987
Grand Sport	1973–1984

Make	Year
GTO/Firebird/Trans Am	1970–1981
Hurst Olds	1985–1988
Impala/Roadmaster	1991–1996
K10/K15/K20/K26 Front	1977–1987
K10/K15 Rear	1982–Current
LeSabre	1973–1974
Olds F-85	1970–1976
Olds/Pontiac Full Size	1971–1989
Omega	1973–1975
Omega	1977–1979
Skylark/GS	1971–1975
Skylark/GS	1977–1979
Suburban C10/C15/ G10/G15	1978–Current
Z-28	1972–1981

**NOTE:** 546097 can be substituted for 546022 with a bearing change. Use LM102949, LM102911. The reverse case will not fit. 546022 cannot be substituted for the 546097.



10-7/8" 12 Holes, Oval

**Applications:**  
Chevrolet  
passenger car with  
8-7/8" ring gear.

## GM 8-7/8" 12 BOLT—CAR

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1964–1972	545008**	3.07:1 to 3.73:1	30 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1964–1972	545010^	4.10:1 & Up	30 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1964–1972	546031^	4.10:1 & Up	30 Teeth	LM603049	LM603012	Grip-N-Loc
1964–1972	546033**	3.07:1 to 3.73:1	30 Teeth	LM603049	LM603012	Grip-N-Loc
1964–1972	5460117●●^	4.10:1 & Up	33 Teeth	LM603049	LM603012	Grip-N-Loc
1964–1972	5460118●●**	3.07:1 to 3.73:1	33 Teeth	LM603049	LM603012	Grip-N-Loc

^ "C" axle—4 Series Case

\*\* "C" axle—3 Series Case

●●9310 Gear Material

Make	Year
Camaro	1964–1972
Chevelle	1964–1972
Chevrolet	1964–1972
Chevy II	1964–1972
El Camino	1965–1972
Firebird	1967–1972

Make	Year
Grand Prix	1970–1972
GTO / LeMans	1965–1972
Monte Carlo	1970–1972
Nova	1970–1972
Olds F85	1968–1970

## PRODUCT SPOTLIGHT

**NEW! Select-A-Loc® GM & AAM 11.5-inch Electric Locker...Tough, Reliable like your diesel and heavy-duty trucks.**

When your truck's equipped with a beefed up power plant and 11.5-inch axles, you also need a differential that's big and tough enough to reliably drive that power to the ground. Auburn designed the 11.5 inch Select-A-Loc® to do exactly that!

Our 11.5 has a patented locking mechanism that ensures your axles are locked solid with the push of a button. Precision cut and hardened side gears, along with 4 pinion gears,

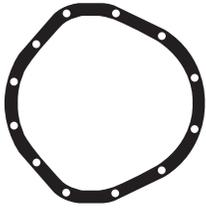
allow for increased power across the axle. And all components are wrapped in a 2-piece housing, providing even more strength.

So go ahead, boost that high displacement gas engine, chip that diesel and grow that tire size, Auburn can handle whatever you throw at it!

The 11.5-inch Select-A-Loc® is made to fit GM and RAM Heavy Duty vehicles. Look for this new HD

differential in the Dodge Ram and GM sections of this catalog. **Available through select distributors.** See tire size limitations.





11-1/2" 12 Holes,  
Irregular

**Applications:**  
Chevrolet truck with  
8-7/8" ring gear.

## GM 8-7/8" 12 BOLT—TRUCK

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1964–mid 1982	545009**	2.76:1 to 3.42:1	30 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1964–mid 1982	545011^	3.73:1 & Up	30 Teeth	LM603049	LM603012	Select-A-Loc (LSD to Lock)
1964–mid 1982	546032^	3.73:1 & Up	30 Teeth	LM603049	LM603012	Grip-N-Loc
1964–mid 1982	546034**	2.76:1 to 3.42:1	30 Teeth	LM603049	LM603012	Grip-N-Loc

^ "C" axle—4 Series Case

\*\* "C" axle—3 Series Case

Make	Year
1/2 Ton Truck	1964–1982
3/4 Ton Truck	1964–1982
C10 / C15	1964–1982
G10 / G15	1969–1981
G20 / G25	1969–1981
K10 / K15	1964–1982



11-1/2"  
14 Bolt,  
Irregular

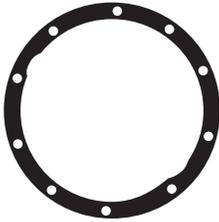
**Applications:**  
GM 11-1/2"  
1999-current

## GM 11-1/2" 2500/3500 SINGLE & DUAL WHEEL TRUCK

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1999 - Current	545046	3.73 & Up	30 Teeth	3994	3920	Select-A-Loc (Open to Lock)

Make	Year
2500	1999–Current
3500	1999–Current





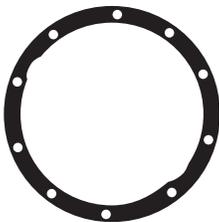
**Applications:**  
Toyota 8.0" 10 Bolt,  
Housing Cover and 10  
Bolt Ring Gear

## TOYOTA 8.0" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1974–Current	5460131◇	All Ratios	30 Teeth	LM104948	LM104912	Grip-N-Loc
1974–Current	545048◇	All Ratios	30 Teeth	LM104948	LM104912	Select-A-Loc (Open to Lock)

◇ = 4-Pinion

Make	Year
FJ Cruiser	2005–Current
Land Cruiser	1998–Current
Land Cruiser II	1990–2007
Pickup	1986–1996
T-100	2004–Current
Tacoma	2004–Current
Tundra	2005–2007



**Applications:**  
Toyota 8.0" 10 Bolt,  
Housing Cover and 10  
Bolt Ring Gear

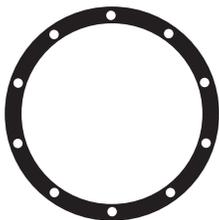
## TOYOTA 8.0" IFS

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
2005–Current	545049◇	All Ratios	30 Teeth	LM104948	LM104912	Select-A-Loc (Open to Lock)

◇ = 4-Pinion



Make	Year
FJ Cruiser	2005–Current
Land Cruiser	2005–Current
Land Cruiser II	2005–2007
T-100	2005–Current
Tacoma	2005–Current
Tundra	2005–2007



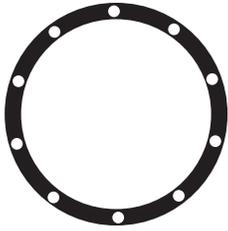
**Applications:**  
Toyota 8.4" 10 Bolt,  
Housing Cover and  
12 Bolt Ring Gear.

## TOYOTA 8.4" 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
1990–Current	5460132◇	All Ratios	30 Teeth	ST5186-N Set	ST5186-N Set	Grip-N-Loc
1990–Current	545047◇	All Ratios	30 Teeth	ST5186-N Set	ST5186-N Set	Select-A-Loc (Open to Lock)

◇ = 4-Pinion

Make	Year
Lexus GX	1995–Current
Pickup	1986–1996
T-100	1995–2005
Tacoma	1995–2005
Tundra	1995–2005



## TOYOTA 9.5" 12 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone	Bearing Cup	Differential Type
2007–Current	545038◊	All Ratios	32 Teeth	570064-1	32010J^	Select-A-Loc (Open to Lock)

^Koyo

\*Open-to-Lock ◊ = 4-Pinion

**Applications:**  
Tundras with 4.7 liter V-8,

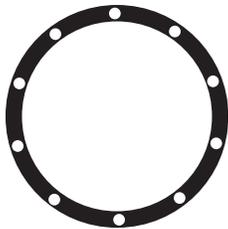
T100 & 200 Land Cruisers 1998-current and Lexus LX470.

**NOTE:** Part # 545038:

The Auburn Gear Select-A-Loc® Toyota 9.5" 12 Bolt has larger diameter cross pin shafts to better distribute the torque load at the differential case and larger locking teeth with nearly 2X the capacity (compared to competitor's differentials for the same application).

◊ = 4-Pinion

Make	Year
200 Land Cruiser	1998–Current
Lexus LX470	2007–Current
T-100	1998–Current
Tundra	2007–Current

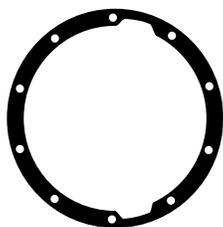


## TOYOTA 10.5" 12 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone	Bearing Cup	Differential Type
2007–Current	5460134	All Ratios	36 Teeth	HR32011Xja4	R55-34NSK	Grip-N-Loc

**Applications:**  
Tundras with 5.7 liter V-8

Make	Year
Tundra	2007–Current



## TOYOTA LAND CRUISER 12 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone	Bearing Cup	Differential Type
1968–1989	546030	All Ratios	30 Teeth	NTN17887	17831	Grip-N-Loc

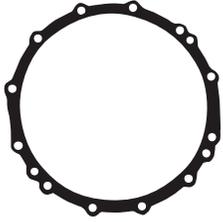
\*or Timken Set KC11445Y (Contains one cup and one cone).

\*Also applicable: LM603049 & LM603014, however, these bearings have about .0005" more press fit than stock bearings.

**Applications:**  
Land Cruiser

**NOTE:** 1967 & prior must update to 30 tooth axle shafts.

Make	Year
Land Cruiser	1968–1989



Applications:  
Sequoia Truck

## TOYOTA SEQUOIA

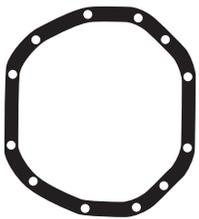
Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
2000-Current	545040 ◊	All Ratios	36 Teeth	060KB101LT Set	060KB101LT Set	Select-A-Loc (Open to Lock)
◊ = 4-Pinion						



Make	Year
Sequoia	2000-Current



# NISSAN



10.3" x 9.38"  
12 Holes, Irregular

## TITAN 10 BOLT

Year	Part #	Gear Ratio	Side Gear Spline	Bearing Cone*	Bearing Cup*	Differential Type
2004-2007	5460137◊	All Ratios	32 Teeth	JLM704649	JLF704610	Grip-N-Loc
◊ = 4-Pinion						

**NOTE:** Replacement for factory open differential only.  
If replacing factory locker, new axle shafts are required.

Part #5460137 only works with axle shafts from an open differential.

No current offering for Titan XD with AAM axle.

Make	Year
Titan	2004-2015
Frontier	2005-2016
Equator	2009-2012

# GRIP-N-LOC SERVICE KITS



Application	Ag Diff. Part Number	Spring Retainer Service Kit	Pinion Gear Service Kit	Pinion Shaft Service Kit
GM 7.5" & 7-5/8"	546044, 45, 46, 47	541017	541011	541005
GM 8.5" & 8.6"	546018, 22, 97 546050, 52	541018 541019	541012 541012	541007 541007
GM 8.2"	546061	541035	541036	541037
1963-79 Corvette	546062	541035	541036	541037
GM 8-7/8" 12 Bolt, Car & Truck	546031, 32, 33, 34	541022	541014	541024
Ford 7.5"* (C Washer Kit Available - 542035)	546023	541017	541011	541006
Ford 8.8", 31 Tooth	546054	541021	541013	541008
Ford 8" & 9"	546036, 43, 59	Obsolete	541015	541010
Ford 9.75"	546090	541043	541044	541042
Ford 10-1/4"	546089	541045	541046	541047
Chrysler 9-1/4"	546070	541038	541039	541040
Chrysler 8-1/4"	546072, 74	541041	541012	541007
Chrysler 8-3/4"	546051	541022	541014	541024
AMC Model 20	546081	541019	541012	541007
Toyota Landcruiser	546030	541022	541014	541024
Toyota 8.0" & 8.4"	5460131, 32	541079	541080	541081
Toyota 9.5"	5460133	541038	541039	54108
Toyota 10.5"	5460134	541045	541046	541083
Dana Model 44	546082, 83	541019	541012	541007
Buick / Olds / Pontiac 8.2"	546060, 546099	541035	541036	541048
Chevy 8.4"	5460100	541041	541012	541049



Pinion Gear Service Kit



Spring Retainer Service Kit



Pinion Shaft Service Kit

**NOTE:** Also Available  
Additive 504102 Single = (1) 6 oz.  
Bottle Case = (24) 6 oz.  
Bottles—541084



Select-A-Loc® Master Kit

**NOTE:** Select-A-Loc® Master Kit  
is only used for Select-A-Loc® Part  
Numbers 545001-545021.



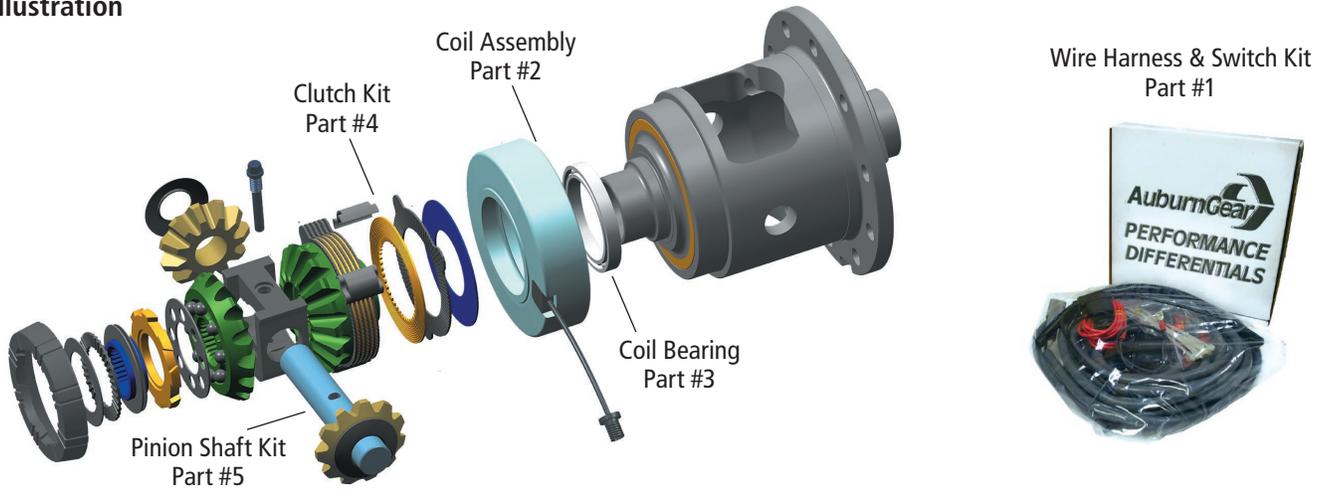
Select-A-Loc® Wiring Harness

# SELECT-A-LOC® SERVICE KITS



Select-A-Loc Application	Select-A-Loc Part Number	Wire Harness & Switch Kit Part #1	(8) Coil Assembly Part #2	(9) Coil Bearing Part #3	(7) Clutch Kit Part #4	(5) Pinion Shaft Kit Part #5	Master Kit (Kit Includes Parts 1-5 to left and illustration below)	Axle Shaft Spacer	Differential Bearing Kit
Ford 8.8" with 28 Spline Axles	545001	541051	541052	541053	541054	541055	541057	N/A	N/A
Ford 8.8" with 31 Spline Axles (C-clip only)	545002	541051	541052	541053	541054	541056	541059	N/A	N/A
GM 8.5" with 28 Spline Axles	545003	541051	541052	541053	541054	541055	541057	N/A	541070
GM 8.5" with 30 Spline Axles	545004	541051	541052	541053	541054	541055	541058	N/A	(thru 1998) 541070
Ford 8.8" with 31 Spline Axles (IRS only)	545005	541051	541052	541053	541054	541056	541060	N/A	N/A
AMC 20	545006 & 07	541051	541052	541053	541054	541055	541061	N/A	N/A

## Illustration



NOTE: 541070 contains (2) LM102949 and (2) LM102911

## LIMITED-SLIP ADDITIVE & GEAR OIL



Use Auburn Gear limited-slip additive for maximum performance. A 6 oz. bottle is included with your Auburn Gear differential. Part #504102.

The Auburn Gear limited-slip differential and Select-A-Loc® Electronic Locking Differential designs have been extensively tested with high-quality Non-Synthetic 80W 90 hypoid oils treated with limited-slip friction additive. Three (3) oz. of Auburn Gear additive (part #504102) will treat one (1) quart of oil. To avoid differential clutch chatter (noise) and for optimum performance, use the oil and additive described above. Use of other additive and oil types may cause differential clutch chatter. We do not recommend synthetic oil. Auburn Gear limited-slip additive (a 6 oz. bottle) is packed in every box with the differential. Auburn Gear limited-slip additive is available at your local authorized Auburn Gear distributor.

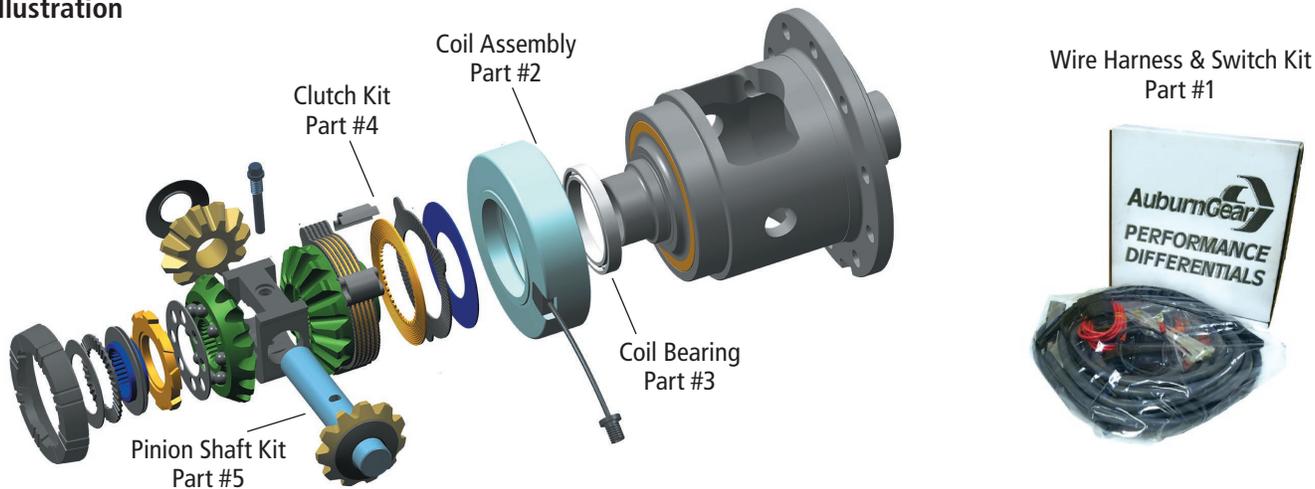
Auburn Gear "The Gold Standard" High Performance 80W-90 GL-5 Multi-Purpose Gear Lubricant. Part # 504107.

# SELECT-A-LOC® SERVICE KITS



Select-A-Loc Application	Select-A-Loc Part Number	Wire Harness & Switch Kit Part #1	(8) Coil Assembly Part #2	(9) Coil Bearing Part #3	(7) Clutch Kit Part #4	(5) Pinion Shaft Kit Part #5	Master Kit (Kit Includes Parts 1-5 to left and illustration below)	Axle Shaft Spacer	Differential Bearing Kit
Chevrolet 12 Bolt, Car & Truck, 30 Spline Axles	545008, 09, 10, 11	541051	541052	541053	541054	541055	541062	N/A	N/A
Dana 35, 27 Spline Axles	545012 & 13	541051	541063	541053	541064	541065	541066	N/A	541070
Dana 35, 30 Spline Axles	545014 & 15	541051	541063	541053	541064	541065	541067	N/A	541070
Dana 30, 27 Spline Axles	545016 & 17	541051	541063	541053	541069	541065	541068	N/A	N/A
Dana 44, 30 Spline Axles	545018 & 19	541051	541063	541053	541072	541071	541073	N/A	541075
Dana 50, 30 Spline Axles	545020	541051	541063	541053	541072	541071	541077	N/A	N/A

## Illustration



NOTE: 541070 contains (2) LM102949 and (2) LM102911

## LIMITED-SLIP ADDITIVE & GEAR OIL



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Auburn Gear "The Gold Standard" High Performance 80W-90 GL-5 Multi-Purpose Gear Lubricant. Part # 504107.

# TIRE CHART



## LISTED ARE THE MAXIMUM TIRE SIZES FOR THE AUBURN GEAR TRACTION DIFFERENTIAL APPLICATIONS

Application	Maximum Tire Size										
	30"	31"	32"	33"	34"	35"	36"	37"	38"	39"	40"
AMC 20 12 Bolt											
Chrysler 8-1/4" & 8-3/8" 10 Bolt											
Chrysler 8-3/4" 10 Bolt											
Chrysler 9-1/4" 12 Bolt											
Ram 11.5"											
Dana 30											
Dana 35											
Dana 44											
Dana 50 Front Axle											
Dana 60											
Ford 7-1/2" 10 Bolt											
Ford 8" 10 Bolt											
Ford 8.8" 10 Bolt											
Ford 9" 10 Bolt											
Ford 9-3/4" 12 Bolt											
Ford 10-1/4" & 10-1/2" 12 Bolt											
GM 7-1/2" & 7-5/8" 10 Bolt											
Chevy 8.2" 10 Bolt											
B.O.P. 8.2" 10 Bolt											
GM 8.2" / 8.4" 1955-64 10 Bolt											
GM 8.5" & 8.6" 10 Bolt											
GM 8-7/8" 12 Bolt Car											
GM 8-7/8" 12 Bolt Truck											
GM 11.5"											
Toyota 8-7/8" 12 Bolt											
Toyota 8.0" 10 Bolt											
Toyota 8.4" 10 Bolt											
Toyota 9.5" 12 Bolt											
Toyota 10.5" 12 Bolt											

## GENERAL QUESTIONS

### IS THE SELECT-A-LOC® AND/OR LIMITED-SLIP ONLY FOR JEEPS / TRUCKS / SUVs, OR CAN IT BE INSTALLED IN A CAR?

Auburn Gear differentials are suitable for virtually all vehicle applications where additional traction is needed—for recreational, sport or work use. For example, installing an Auburn Gear differential in your performance car will give you spool-like performance when coming off the line, combined with full wheel differentiation when turning. Imagine two wheels gripping the pavement instead of one spinning effortlessly.

### WHAT DIFFERENTIAL SHOULD BE USED FOR DRAG RACING?

For true street-strip performance, the Select-A-Loc® is the best application. The Select-A-Loc® is really two differentials in one. It is a full-time limited-slip differential, then with the flip of a switch, it converts to a full-locker. The best of both worlds and winning at the track. When it comes to limited slip differentials Grip-N-Loc® is effective in street and strip applications. For strictly drag racing (no street driving), a spool would be the best choice.

### HOW CAN I DETERMINE IF A TRACTION DEVICE SUCH AS A POSITRACTION OR LOCKER IS INSTALLED IN MY VEHICLE?

Put the transmission in neutral and jack up both tires. Rotate one tire. If the other tire spins in the opposite direction, you have an open differential. If it spins the same direction, you do have a traction device.

### IF ONLY INSTALLING ONE TRACTION DIFFERENTIAL, SHOULD I INSTALL IN THE FRONT OR REAR?

A rear locker can greatly increase the mobility of the vehicle. In many scenarios, a 4 X 2 with a rear locker can outperform a 4 X 4 without a locker. For severe traction applications and extreme off-road, the Select-A-Loc® electronic locker with limited-slip differential is an excellent choice.

### WHAT IS CLUTCH CHATTER?

Clutch chatter occurs when the clutch cone engages and disengages rapidly in the differential case. It causes no damage and can be cured by using the correct oil and friction modifier. Clutch chatter is caused by the difference between the static (nonslipping) friction coefficient and the dynamic (slipping) friction coefficient. When the difference becomes too great, the clutch cone cycles between the two (sticking and slipping), which creates the noise. Friction modifiers bring the static and dynamic friction coefficients closer together to minimize chatter. Auburn Gear recommends using Auburn Gear limited-slip additive (#504102) with a high-quality non-synthetic 80W 90 hypoid oil.

### WHAT IS A CONE CLUTCH?

The Auburn Gear limited-slip differential employs an integral cone clutch side gear unit that creates friction with the carrier to drive both tires. The cone clutch design consists of two clutching members, one internal and one external (see image on page 6). The internal member is a unique single tapered part with lubrication grooves, attached to the side gear, creating the cone clutch assembly. The external member is also tapered with a matching angle. When the two are forced together, torque is transferred from one member to another. The cone clutch design allows for more clutch capacity in the same space and is less likely to chatter due to the reduced number of sliding surfaces. This means higher torque transfer for better traction, without the noise.

### CAN I USE THE STOCK BEARINGS?

Yes. Exceptions are Ford 8", Ford 9" (some housings) and Dana 35. GM 8.5/8.6 may require special bearings when installing an Select-A-Loc in a pre-1999 vehicle. Bearings that should be used with the Auburn Gear Ford 8" and 9" differentials are determined by the bearing bore size. Small bearing bore 2.8 use bearings LM102949 & LM102910. Bore 3.062 use bearings LM603049 & LM603011. Bore 3.25 use spool only. Refer to the application pages for bearing part numbers.

### DOES AUBURN GEAR HAVE A LIMITED-SLIP ADDITIVE?

Yes. Auburn Gear limited-slip additive, part #504102. Use for both Select-A-Loc® and Grip-N-Loc® differentials. It is available at your authorized Auburn Gear distributor.

## EFFECTS OF AUBURN DIFFERENTIALS

### WILL THE DRIVING CHARACTERISTICS OF MY VEHICLE CHANGE?

For rear axle applications, any change will be minimal and usually unnoticeable. The operation of limited-slip differentials will be quiet, smooth and seamless. With front axle installations, there may be a slight addition to steering effort.

### ARE THE SELECT-A-LOC® AND LIMITED-SLIP DIFFERENTIALS NOISY?

No. Operation is quiet and seamless with properly maintained lubricant and limited-slip additive. There is no clicking or banging. How do Auburn Gear differentials handle on slippery roads? Any traction can affect handling on slippery roads. If the traction is overpowered by the driver, both wheels have lost traction instead of just one, which could cause a loss of side-to-side stability.

### CAN I TOW MY VEHICLE IF IT HAS A SELECT-A-LOC® AND/OR LIMITED-SLIP?

Yes. If the unit is installed in the front, it is recommended to unlock the front wheel hubs. Follow vehicle guidelines for towing.

### WHAT AFFECT WILL AUBURN GEAR DIFFERENTIALS HAVE ON MY TOWING CAPABILITY?

The Select-A-Loc® and the Grip-N-Loc® differentials will not negatively affect trailer towing. In fact, you will find major improvement in traction. It will be beneficial when pulling the boat up the ramp, towing a camper on unpaved roads or anytime where increased traction is important.

### DOES THE GRIP-N-LOC® LIMITED-SLIP DIFFERENTIAL AFFECT GAS MILEAGE?

This would be negligible typically. However, an Auburn Gear limited-slip usually weighs more than an OE differential and since the clutches slip during turns, some energy loss does occur.

## TIRES

### WILL TIRE PRESSURE AFFECT THE OPERATION OF THE DIFFERENTIAL?

Mismatched pressures mean different tire diameters and different wheel speeds. Keep the tire-rolling radius (with air pressure) within 1/4" for on-road vehicles and 1/2" for off-road vehicles.

### WHAT SIZE TIRE (DIAMETER) CAN I USE WITH AUBURN GEAR DIFFERENTIALS?

Refer to the recommended tire size on page 30 of the catalog.

### IS TIRE WEAR AFFECTED BY LIMITED-SLIP DIFFERENTIALS?

No. Auburn Gear differentials provide full wheel differentiation when turning so tire wear is minimized

### WILL I GET TIRE HOP OR CHIRP WITH THE SELECT-A-LOC® OR LIMITED-SLIP DIFFERENTIAL?

It depends on the vehicle set-up and the tires. Typically, Grip-N-Loc® will accommodate turns on clean, dry pavement without wheel hop or tire chirp. In the "off" or limited-slip mode, the Select-A-Loc® will accommodate turns on clean, dry pavement without wheel hop or tire chirp. In the full-locker mode (which should be used for severe off-road or drag strip performance) you may experience some wheel hop.

## MAINTENANCE AND WARRANTY

### WHAT MAINTENANCE IS REQUIRED AFTER THE INSTALLATION OF SELECT-A-LOC® AND/OR LIMITED-SLIP?

We recommend you change the differential oil according to your vehicle manufacturer's specifications and treat with Auburn Gear limited-slip additive (part number #504102).

### WHAT KIND OF OIL SHOULD BE USED WITH A GRIP-N-LOC® LIMITED-SLIP DIFFERENTIAL / SELECT-A-LOC® DIFFERENTIAL?

Non-synthetic 80w90 GL-5 oil treated with Auburn Gear friction additive, part #504102 (also known as a friction modifier). See Catalog page 29. Three (3) ounces of additive will treat one quart of oil. GM or Ford limited-slip additive may be used. We do not recommend synthetic oil. Auburn Gear limited-slip additive is packed in every box with the differential.

### IS THERE A WAY TO TELL IF I HAVE WEAK SPRINGS IN MY LIMITED-SLIP?

Auburn Gear limited-slip springs will not weaken. The springs are not subject to cyclic compression/expansion, which can cause load loss. However, the clutch capacity can be reduced due to wear or damage from misuse.

### WHAT IS THE LIFE EXPECTANCY OF AUBURN GEAR DIFFERENTIALS?

As with all performance products, the application and driver skills dictate the life of the product. Long life can be expected with all Auburn Gear products when operated properly. Forcing one wheel to spin with respect to the other will greatly degrade the life of the differential.

## INSTALLATION

### **CAN I INSTALL AN AUBURN GEAR DIFFERENTIAL MYSELF?**

Auburn Gear provides detailed differential installation instructions to allow an experienced mechanic to properly install the product.

Visit [www.auburngeardiffs.com](http://www.auburngeardiffs.com) for copies.

### **WHAT KIND OF BREAK-IN IS REQUIRED?**

All Auburn Gear differentials go through a break-in cycle at the factory, so no customer break-in procedure is required.

### **SHOULD I INSTALL TRACTION DIFFERENTIALS IN FRONT AND REAR?**

It's a matter of personal preference, money and traction requirements. A single traction differential will usually double the vehicles off-road ability. Installation of traction differentials in front and rear increases traction to the maximum. Always consider safety and your driving conditions when making your decision.

### **CAN I INSTALL SELECT-A-LOC® AND/OR LIMITED-SLIP DIFFERENTIAL IN A 2-WD VEHICLE?**

Yes. Traction improvement in a 2-WD vehicle provides the same traction improvement to the rear axle as installation in a 4-WD vehicle.

### **CAN I INSTALL A SELECT-A-LOC® AND/OR LIMITED-SLIP DIFFERENTIAL IN THE FRONT AND REAR OF A 4-WD?**

Yes, if the application is available. However, we do not recommend installing a unit in the front differential if the vehicle has a fulltime 4-WD and is primarily used on the pavement.

## SELECT-A-LOC®

### **CAN I REPAIR THE SELECT-A-LOC® IF I NEED TO?**

Yes. Depending upon your needs, several types of service kits are available. The gear service kit, locking mechanism kit, starter/amateur kit and the universal wiring kit.

### **CAN I TOW MY SELECT-A-LOC®?**

Yes. If the unit is installed in the front, it is recommended to unlock the front wheel hubs. Follow vehicle guidelines for towing.

### **CAN THE SELECT-A-LOC® BE USED IN THE FRONT AXLES?**

Select-A-Loc® should not be used in front axles that have an inter-axle disconnect. On manual hub applications, both hubs are to be locked or unlocked. Do not lock one side and not the other. Differential damage can occur.

### **CAN THE SELECT-A-LOC® BE ENGAGED ON-THE-FLY?**

Yes, at reasonable speeds. The wheel speed difference between the wheels should be below 50 RPM to prevent impact loads to the drivetrain. It is recommended that the Select-A-Loc® not be engaged if one wheel is completely off the ground or pavement.

### **HOW IS THE SELECT-A-LOC® ACTIVATED?**

The Select-A-Loc® is activated by turning on the mounted switch inside the vehicle. When off, the limited-slip function responds automatically when torque is applied.

### **IS A RELAY NECESSARY FOR SELECT-A-LOC® OPERATION?**

The Select-A-Loc® switch is more than capable of managing the current that the Select-A-Loc® requires. No need for a relay.

### **CAN I PURCHASE THE WIRING HARNESS FOR THE SELECT-A-LOC®?**

Yes, the wiring harness is universal to fit any vehicle, and can be purchased separately. Refer to catalog page 29 for Select-A-Loc® service kits or visit [auburngeardiffs.com](http://auburngeardiffs.com).

### **IS THE SELECT-A-LOC® AND/OR GRIP-N-LOC® STREETABLE?**

All Auburn Gear differentials are very streetable. Both the Select-A-Loc® and the Grip-N-Loc® provide smooth, quiet operation. In fact, Auburn Gear differentials were used as original equipment in the first muscle cars. Plus, they are aggressive enough to be used in other performance applications. When the Select-A-Loc® is in full-locker mode, you may experience some under or push steering.





400 E. Auburn Drive • Auburn, Indiana 46706  
[www.AuburnGear.com](http://www.AuburnGear.com)  
[www.AuburnGearDiffs.com](http://www.AuburnGearDiffs.com)