Auburn Gear
PERFORMANCE DIFFERENTIALS
AMERICA’S SUPERIOR PERFORMANCE DIFFERENTIALS & ELECTRONIC LOCKERS

AFTERMARKET PRODUCT CATALOG
YOUR ONE STOP SHOP FOR AFTERMARKET PRODUCTS
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**NEW Differentials from Auburn Gear**

- Chrysler 9 1/4" "ZF Rear"
  - Auburn Pro 60
  - Auburn Pro 70
  - Auburn Pro 80
  - Super Ford 8.8"
- Gen 5 Camaro 218mm 10 Bolt
  - Nissan Titan 10 Bolt
- High Performance Ring & Pinion
  - Master Install Kits
  - Max Lock Lockers
OUR MISSION FOR QUALITY...

Auburn Gear, LLC is dedicated to achieving total customer satisfaction by continuously improving our products & services.

TO FIND A DISTRIBUTOR OR TO BECOME A QUALIFIED INSTALLER...

Visit aftermarket.auburngear.com
or call us at 260.925.3200

ENHANCED PERFORMANCE.
QUALITY. RELIABILITY.
AMERICAN MADE DIFFERENTIALS WITH A CAN DO ATTITUDE

TRACTION FOR EVERYTHING THAT MOVES

Through each curve, bump, burnout and obstacle, your vehicle will be guided by the traction and control that has been skillfully engineered by the minds and hands at Auburn Gear.

We design and build high-performance selectable lockers and limited-slip differentials for enthusiasts like you who remember what it means to be American made.

With more than 70 years of gear technology experience, Auburn Gear rolls on.

All of our knowledge and experience goes into ensuring you receive a reliable, performance traction control differential that will step up when you need it and take you where you want to go—street, strip, track, on or off road. That’s command traction control.
True command traction courtesy of the ECTED Max, two differentials in one, the world’s only selectable locking differential with full-time limited-slip capabilities. Page 6.

Smooth, fast, high-bias torque-sensing power in a range of Auburn Gear limited-slip differentials. Page 8.

**Production:**

**AUBURN, INDIANA | 250K SQ. FT. | FULLY INTEGRATED FOR OPTIMUM CONTROL OF QUALITY & VALUE**

- Application engineering and rapid prototyping
- Development, gauge, gear and metallurgical laboratories
- Turning, gear cutting, spline rolling, heat treating, shot peening, and finished grinding

**Testing:**

**IN DESIGN | IN THE LAB | IN THE REAL WORLD**

- Finite Element Analysis (FEA)
- Axle dynamometer testing
- Vehicle application stress tests in the field
- “Real World” tested by thousands of customers across the globe

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**THIS IS WHAT IT BOILS DOWN TO — WHERE THE TRACTION MEETS THE ROAD, TRACK, ROCKS, MUD AND DIRT**

For more than 70 years, high-performance street and off-road enthusiasts have looked to Auburn Gear for enhanced traction capabilities beyond the OE standard.
LEAD THE PACK

GO ANYWHERE WITH THE ONLY 2-IN-1 PERFORMANCE TRACTION DIFFERENTIAL

It’s Limited-Slip Plus the Power of a Selectable Full-Locker!

The ECTED Max is a traction technology product that puts a selectable full-locker or limited-slip operational mode right at your fingertips.

Shift on the fly with just the flip of a switch, and go from high-performance traction control to a full-locker mode that delivers 100 percent torque transfer to both wheels for extreme-duty off-roading and high performance drag racing.

The ECTED Max enhances 2-WD mobility unlike any other performance traction differential on the market and makes 4-WD vehicles virtually unstoppable. ECTED Max is ideal for street-strip use: limited-slip traction for street and full-locker performance for the strip in one differential. ECTED Max is the best solution for 4-WD vehicles that are used both on and off road.

ECTED:
Electronically Controlled Traction Enhancing Differential

ECTED Max™ Limited Slip To Lock Advantages
- Gearing is made from aircraft quality, 9310 heat treated billet steel to make it tough, durable, and reliable.
- Switch the locker on or off on the fly, at moderate road speeds (with all 4 wheels on the ground).
- No need for shift forks or pins that must be lined up to obtain locker mode.
- Noisy lockers? Not here! ECTED Max is quiet.
- Backed by a one-year warranty, plus the industry exclusive D-REX (new differential exchange) program. See page 47 for details.
- ECTED Max can be used in front axle applications, with or without lockout hubs.

IMPORTANT NOTE: ECTED Max Limited Slip To Lock is NOT recommended for use with front axles that feature an “inter-axle disconnect.”

NEW ECTED Max™ Open-To-Lock Advantages
- Electronic open-to-lock
- 100% Made in the USA
- King of the Hammers Race Proven and MOAB Proven
- Lightening fast engagement and disengagement
- No Air Lines! No Problems!
- High strength military grade case design, essentially bullet proof
- The gear geometry of our new differential minimizes mechanical complexity, locks the gears to the differential housing and thus transfers torque directly from the differential case, NOT through the gears!
THE AUBURN GEAR DIFFERENTIAL ADVANTAGE IS SIMPLE

Here’s an equally simple chart to prove it.
No other locker offers limited-slip capabilities when switched off.

<table>
<thead>
<tr>
<th></th>
<th>OPEN DIFF</th>
<th>LIMITED-SLIP DIFF</th>
<th>LOCKER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn Gear ECTED Max</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Air Locker</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electric Locker</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Everything you need to install the ECTED Max comes in one box—the unit, wiring harness, Auburn Gear limited-slip additive and instructions.

THE SCIENCE BEHIND THE SUPERIORITY

The ECTED Max is a selectable traction device featuring an ON/OFF switch mounted near the driver. When OFF, the clutch pack (7), located behind the side gear (6), activates the limited-slip mode. As torque increases, the separating forces within the differential gears increases, causing the clutch pack to be compressed, providing bias torque to the high traction wheel. When selected on, current is sent to the electromagnetic coil (8). The coil is retained by a clip that fits over one of the bearing cap bolts, making it non-rotational. The coil rides on a ball bearing (9), and the ball bearings spin with the differential case (10). The coil creates a magnetic flux so that the pilot cone (1) is pulled into engagement with the differential case (10). This frictional engagement causes the bearing balls (2) to ride up on a ramp machined into the side gear (3). This radial travel of the balls (2) also causes lateral movement of the side gear (3). The lateral movement of the side gear (3) applies a force onto the center block (4). The center block (4) has an elongated hole that the center pin (5) fits through, allowing it to float. The center block (4) also applies force to the opposite side gear (6) to compress the clutch pack (7) and provide the vehicle with a solid axle assembly and 100% transfer of torque to both wheels for maximum traction.

NOTE: The side gear (3) is not included in the Master Install Kit. However, the pinion gears (*) are included.

EXAMPLE: Other ECTED Max differentials will vary in design layout.
GET A GRIP

PERFORMANCE LIMITED-SLIP DIFFERENTIALS


To really see and feel what your vehicle can do, Auburn Gear differentials effectively and efficiently transfer your power to the wheels. Auburn Gear differentials deliver usable traction and faster engagement for controlled power transfer and lightning-fast reaction to changing road conditions.

No matter what your application—performance or passenger, light or heavy, on or off road—Auburn Gear limited-slip differentials are engineered to provide smooth torque-sensing operation and durable, dependable performance.

Auburn Gear's flagship limited-slip differential gives you smooth torque-sensing operation with the correct bias ratios to out perform the competition.

The Pro Series turns your torque up another notch, offering an even higher bias ratio and faster sensing reaction than HP for the very best in controlled power transfer.

Auburn Gear has developed, tested and is making available a racing differential for the 7 5/8 Firebird/Camaro, original gear ratio of 3.23 and up, with 28 axle spline. We've also developed, tested and are making available a racing differential for Ford 8.8, all ratios, and 28-axle spline.
Why Auburn Gear limited-slip differentials?
Auburn Gear Pro Series and High Performance Series differentials provide superior performance through a unique cone-clutch design that transfers more power to the high-traction wheel for quick acceleration and tight cornering.

IT COMES DOWN TO THE CONE AND CUP DESIGN

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 highly efficient torque transfer capability of the Auburn Gear limited-slip differential is achieved through the use of cone clutches coupled to beveled side gears. As torque is transmitted through the differential side gears to the axle shafts, the side gear separating forces and preload spring firmly seat the cones into the differential case. The cone design, along with the applied force, determines the torque transfer capability of the differential. When torque levels decrease, as in a cornering maneuver, the gear separating forces also decrease, allowing the axle shafts to rotate independently. This divides the torque between the two wheels, delivering more torque (bias torque) to the wheel with the most traction.
MAKING THE RIGHT SELECTION

IT’S ABOUT MORE THAN THE VEHICLE YOU DRIVE.

It’s about you — where you plan to go, particularly if you’re taking on new frontiers, and what your performance expectations are when you get there.

We’ve designed our new catalog to make product selection as easy as possible for you. If you still have questions, however, your authorized Auburn Gear distributor and Auburn Gear customer service representatives are always ready to provide the help and answers you need.

Call customer service at 260.925.3200
• Made in the USA.

• Auburn Gear’s flagship Limited Slip Differential gives you smooth torque-sensing operation with the correct bias ratios to outperform the competition.

• Provides maximum amount of torque transfer without compromising the performance requirements of a vehicle in situations where torque transfer is required.

• Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

• Made in the USA.

• Turn up your torque with our Pro Series differential for the very best in controlled power transfer.

• High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

• Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

• Made in the USA.

• Performance Racing limited-slip differential developed specifically for road racing.

• A differential case designed to allow the center pin to float along with the axle shafts

• Race design features benefit drivers by, giving the racer an extremely “tight” rear axle when cornering.

• Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

• Made in the USA.

• 2 Diffs in 1.

• Aircraft quality 9310 heat treated billet steel gearing.

• With the flip of a switch, go from Limited Slip to a Full Locking mode that delivers 100% torque to both wheels!

• Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!
AMC 20, 12 Bolt

ECTED Max Features and Benefits

- Made in the USA.
- 2 Diffs in 1.
- Aircraft quality 9310 heat treated billet steel gearing.
- With the flip of a switch, go from Limited Slip to a Full Locking mode that delivers 100% torque to both wheels!
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

Pro Series Features and Benefits

- Made in the USA.
- Turn up your torque with our Pro Series differential for the very best in controlled power transfer.
- High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

Applications:
All AMC 20 Axles

IMPORTANT NOTE: 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.

SPECIAL NOTES: Some AMC 20 applications require the use of an axle spacer, which is included with the unit. (542081 only)

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

Part #545006 fits H1 Hummer

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

<table>
<thead>
<tr>
<th>Make</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jeep Wagoneer</td>
<td>1967–1986</td>
</tr>
<tr>
<td>Ambassador</td>
<td>1968–1974</td>
</tr>
<tr>
<td>AMX</td>
<td>1968–1979</td>
</tr>
<tr>
<td>Concord</td>
<td>1978–1979</td>
</tr>
<tr>
<td>Gremlin</td>
<td>1978–1979</td>
</tr>
<tr>
<td>Hornet</td>
<td>1972–1978</td>
</tr>
<tr>
<td>Javelin</td>
<td>1972–1978</td>
</tr>
<tr>
<td>Matador</td>
<td>1972–1978</td>
</tr>
<tr>
<td>Pacer V8</td>
<td>1978–1979</td>
</tr>
<tr>
<td>Rambler</td>
<td>1969–1972</td>
</tr>
<tr>
<td>Scrambler</td>
<td>1976–1978</td>
</tr>
<tr>
<td>Spirit V8</td>
<td>1979</td>
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</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1966–Present</td>
<td>545006</td>
<td>2.73:1 &amp; Down</td>
<td>29 Teeth</td>
<td>LM60304</td>
<td>LM603012</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
</tr>
</thead>
</table>

ENHANCED PERFORMANCE. QUALITY. RELIABILITY.

Always in stock at your authorized Auburn Gear distributor.
Chrysler 8 1/4" & 8 3/8" 10 Bolt

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.

High Performance Series Features and Benefits

- Made in the USA.
- Auburn Gear's flagship Limited Slip Differential gives you smooth torque-sensing operation with the correct bias ratios to outperform the competition.
- Provides maximum amount of torque transfer without compromising the performance requirements of a vehicle in situations where torque transfer is required.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

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

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 3/4" 10 Bolt

Pro Series Differential

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1957–1974</td>
<td>542051</td>
<td>All Ratios</td>
<td>30 Teeth</td>
<td>LM104949</td>
<td>LM104912</td>
</tr>
</tbody>
</table>

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

Pro Series Feature
High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

Chrysler 9 1/4" 12 Bolt

High Performance Differential

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1984–2009</td>
<td>542070</td>
<td>2.71:1 &amp; Up</td>
<td>31 Teeth</td>
<td>JLM704649</td>
<td>JLM704610</td>
</tr>
</tbody>
</table>

Applications:
Part #542071: All Chrysler products with 9 1/4" ring gear.
Part #542070: All Chrysler products with 9 1/4" ring gear. Accepts tone ring for ABS applications.

High Performance Series Feature
Auburn Gear’s flagship Limited Slip Differential gives you smooth torque-sensing operation with the correct bias ratios to outperform the competition.

Make | Year
--- | ---
300 | 1957–1973
B200/B250 | 1965–1974
Barracuda | 1964–1974
Belvedere | 1957–1970
Charger (Daytona) | 1966–1974
Concord | 1963–1968
Coronet | 1969–1970
Dart/Swinger | 1966–1972
Fury | 1957–1974
Imperial | 1957–1974
Monaco | 1963–1974
Newport/New Yorker | 1969–1974
Polara | 1963–1974
Road Runner/Satellite | 1967–1974
Super Bee | 1966–1970
Town & Country | 1957–1974
Valiant | 1960–1974
W100/W150 | 1965–1974

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

*Bearing parts numbers are for reference and NOT included unless specifically noted.
Chrysler 9 ¼"
Ring & Pinion Rear Style

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE #</th>
<th>TEETH</th>
<th>RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>342043</td>
<td>3837595</td>
<td>39-11</td>
<td>3.55:1</td>
</tr>
<tr>
<td>342049</td>
<td>n/a</td>
<td>47-12</td>
<td>3.92:1</td>
</tr>
</tbody>
</table>

Specifications:
Ring Gear Diameter 9.25"
12 7/16" X 18 LH Threaded Bolts
Pinion Diameter 1.876" 29 Splines
Case Ratio: 2.71:1 & Numerically Higher
8620 Material—Heat Treated

Compatible Auburn Gear Differential Part Numbers
542071 542070

Master Installation Kit Rear Style

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>541085</td>
<td>Chrysler 9.25* 12 Bolt</td>
<td>1969–2000</td>
</tr>
<tr>
<td>541086</td>
<td>Chrysler 9.25* 12 Bolt</td>
<td>2001–Present</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings

Master Installation Kits

- Ring Gear Bolts • Differential Bearings • Silicone Sealant • Pinion Bearings • Crush Collar • Brush • Pinion Shims •
  - Differential Shims • Gear Marking Compound • Pinion Seal • Pinion Nut • Thread Adhesive •

*Kit Contains Timken Bearings
New Chrysler 9 1/4” 12 Bolt “ZF Rear”

High Performance Differential

11.87” x 12.8”
12 Holes, Irregular

Applications:
NEW Chrysler 9.25” 12 Bolt “ZF Rear”
Works with OEM ABS Applications

High Performance Series Features and Benefits
• Made in the USA.

• Auburn Gear’s flagship Limited Slip Differential gives you smooth torque-sensing operation with the correct bias ratios to outperform the competition.

• Provides maximum amount of torque transfer without compromising the performance requirements of a vehicle in situations where torque transfer is required.

• Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

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

Make Year
Dodge Durango Citadel 2011–Present
Dodge Durango Crew 2011–2013
Dodge Durango Express 2011
Dodge Durango Heat 2011
Dodge Durango Limited 2015
Dodge Durango R/T 2011–Present
Dodge Durango Rallye 2015
Dodge Durango Special Service 2012–Present
Dodge Durango SXT 2012–Present
Jeep Grand Cherokee Laredo 2010–Present
Jeep Grand Cherokee Limited 2010–Present
Jeep Grand Cherokee Overland 2011–Present
Jeep Grand Cherokee Overland Summit 2012
Jeep Grand Cherokee SRT 2015
Jeep Grand Cherokee SRT8 2012–2013
Jeep Grand Cherokee Summit 2015
RAM 1500 Big Horn 2012
RAM 1500 Big Horn 2015
RAM 1500 Express 2012–Present
RAM 1500 HFE 2013–Present
RAM 1500 Laramie 2011–Present
RAM 1500 Limited 2011–Present
RAM 1500 Laramie Limited 2013–Present
RAM 1500 Laramie Longhorn 2011–Present
RAM 1500 Lone Star 2015
RAM 1500 Outdoorsman 2012
RAM 1500 Outdoorsman 2015
RAM 1500 R/T 2013
RAM 1500 SLT 2011–Present
RAM 1500 Special Service 2014
RAM 1500 Sport 2011–Present
RAM 1500 ST 2011–Present
RAM 1500 Tradesman 2011–Present
RAM 1500 2011–Present
Tradesman HD 2012
Auburn 30

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

Applications:
All Dana 30 models without “C” clips.

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

ECTED Max Selectable Locker

With the flip of a switch, go from Limited Slip to a Full Locking mode that delivers 100% torque to both wheels!

ECTED Max Feature

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

Auburn 30

Ring & Pinion

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE # FRONT</th>
<th>OEM REFERENCE # REAR</th>
<th>TEETH</th>
<th>RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>342048*</td>
<td>n/a</td>
<td>n/a</td>
<td>39-8</td>
<td>4.88:1</td>
</tr>
<tr>
<td>342050^</td>
<td>n/a</td>
<td>n/a</td>
<td>39-8</td>
<td>4.88:1</td>
</tr>
<tr>
<td>342057•</td>
<td>n/a</td>
<td>n/a</td>
<td>39-8</td>
<td>4.88:1</td>
</tr>
</tbody>
</table>

*JK—Front, Reverse Cut
^Standard Cut
•Short Pinion—Pinion Length 7" (Fits ’97 and up TJs)
~ Does fit TJ 342050 ‘96 and prior

Specifications:

Ring Gear Diameter 7.20"
10 3/8" X 24 RH Threaded Bolts
Pinion Diameter 1.376" 26 Splines
Case Ratio: 3.55:1 & Numerically Lower
Case Ratio: 3.73:1 & Numerically Higher
8620 Material—Heat Treated

Compatible Auburn Gear Differential Part Numbers
545016 544901 545017

Master Installation Kit

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5410115</td>
<td>Bearing Master Kit Auburn 30 JK Front</td>
<td>2007–2016</td>
</tr>
<tr>
<td>5410116</td>
<td>Bearing Master Kit Standard Auburn 30 TJ</td>
<td>1997–2006</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings

Make Year

Jeep Cherokee 1967–1996
Wagoneer Full Size 1971–1973
Jeep CJ 1971–1986
Jeep TJ 1986–Present
Jeep XJ Cherokee 1984–2001
Jeep YJ 1987–1996
Jeep ZJ/ WJ Grand Cherokee 1993–Present
Ford Aerostar (R) 1985–1989

Front Axle

Courier * (F) 1979–1980
Ford Bronco (F) 1967–1971
International Scout (F) 1967–1978
Jeep JK (Non Rubicon) 2007–Present
Mazda * (F) 1979–1980
Nissan * (F) 1979–1980
Toyota * (F) 1979–1980

* Above vehicles that are equipped with conversion front ends

Make Year

AMC Eagle FRT 1987–1987^
Bronco & U100 1967–1971^ Explorer 2001–Present
Ford Aerostar 1987–mid 1989
Grand Cherokee WJ 1999–Present^
Jeep J10 F 1966–1971
Jeep Wagoneer F 1972–1973
Jeep Cherokee XJ 1984–Present
Jeep TJ^ 1997–2006
Jeep Wrangler TJ 1997–Present
Jeep Wrangler YJ 1987–1996
Liberty Truck 2002–Present

260.925.3200

Auburn Gear, LLC  |  400 East Auburn Drive  |  Auburn, IN 46706-3499
Auburn 35

ECTED Max Selectable Locker

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

Applications:
All Dana 35 models.

IMPORTANT NOTE: These are not stock bearings. Bearings are available from Auburn Gear. Bearing kit part number 541070.

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

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR</th>
<th>BEARING CONE</th>
<th>BEARING CUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1987–Present</td>
<td>545014</td>
<td>3.31:1 &amp; Down</td>
<td>30 Teeth^</td>
<td>LM102949</td>
<td>LM102911</td>
</tr>
</tbody>
</table>

^30 teeth requires aftermarket axle shafts.

Make          | Year                |
---------------|---------------------|
Jeep TJ         | 1997–Present        |
Jeep XJ Cherokee | 1984–1901           |
Jeep YJ         | 1987–1996           |
Jeep ZJ/ WJ Grand Cherokee | 1993–Present |

Front Axle

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.

Contact: aftermarket.auburngear.com 260.925.3200
Always in stock at your authorized Auburn Gear distributor.
Auburn 44

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

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

**Important Notes:**
CANNOT be towed behind any recreational vehicles.

Auburn 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.

Also, 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

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

**ECTED Max Selectable Locker**

9 3/8” x 10 1/4”

10 Holes

**High Performance Differential**

**Pro Series Differential**

**4 Pinion Open Differential**

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

---

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MAKE</th>
<th>PART #</th>
<th>RATIO</th>
<th>SIDE GEARS</th>
<th>BEARING CONE</th>
<th>BEARING CUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1971–Present</td>
<td>Jeep CJ5</td>
<td>545018**</td>
<td>3.73:1 &amp; Down</td>
<td>30 Teeth (only)</td>
<td>25590</td>
<td>25523</td>
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<tr>
<td>1971–Present</td>
<td>Jeep CJ7</td>
<td>545019</td>
<td>3.92:1 &amp; Up</td>
<td>30 Teeth (only)</td>
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<td>25523</td>
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<tr>
<td>1987–Present</td>
<td>Jeep C101</td>
<td>5420110*</td>
<td>3.73:1 &amp; Down</td>
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<td>25523</td>
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<tr>
<td>1970 &amp; Prior</td>
<td>5420111</td>
<td>3.92:1 &amp; Up</td>
<td>19 Teeth</td>
<td>25590</td>
<td>25523</td>
<td></td>
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<tr>
<td>1970 &amp; Prior</td>
<td>5420112*</td>
<td>3.73:1 &amp; Down</td>
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<td>25590</td>
<td>25523</td>
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<tr>
<td>1971–Present</td>
<td>542082</td>
<td>3.92:1 &amp; Up</td>
<td>30 Teeth</td>
<td>25590</td>
<td>25523</td>
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<tr>
<td>1971–Present</td>
<td>542083*</td>
<td>3.73:1 &amp; Down</td>
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<td>25590</td>
<td>25523</td>
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<tr>
<td>1970 &amp; Prior</td>
<td>542084</td>
<td>3.92:1 &amp; Up</td>
<td>19 Teeth</td>
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<td>25523</td>
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<tr>
<td>1970 &amp; Prior</td>
<td>542085*</td>
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<td>19 Teeth</td>
<td>25590</td>
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<tr>
<td>1971–Present</td>
<td>5420151</td>
<td>4:10 &amp; Up</td>
<td>30 Teeth</td>
<td>25590</td>
<td>25523</td>
<td></td>
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<tr>
<td>1971–Present</td>
<td>5420147</td>
<td>3.73:1 &amp; Down</td>
<td>30 Teeth</td>
<td>25590</td>
<td>25523</td>
<td></td>
</tr>
</tbody>
</table>

**Make**

- Jeep "TJ" (2001)
- Cobra (1963–1967)
- Ford F100 F150 4x4 (1967–1978)
- Thunderbird (1955–1956)
- IHC 100, 150, 200, 1100, 1110, 1200, 1210 (1965–1970)
- Thunderbird (1955–1978)
- IHC 100, 150, 200, 1100, 1110, 1200, 1210 (1965–1970)

**Front Axle**

- Blazer (1975–1979)
- Chrysler W100,150, 200, 300 & 350 (1969–Present)
- Dodge Ram 1500 (1997–2001)
- Ford Bronco (1971–1997)
- Ford F100 (1967–1997)
- Ford F150 (1975–1997)
- U100 (1971–1978)

---

*For the 2003-2006 TJ Rubicon, all ratios, please specify part #545018.

*Jeep JK & TJ always use 3.73:1 & Down regardless of ratio.

2007–Present JK: Ring gear bolts will need to be drilled out to 1/2".
Auburn Super 44

Applications:
Rubicon Rear,
Jeep JK Non-Rubicon

IMPORTANT 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.***

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
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</thead>
<tbody>
<tr>
<td>2007–Present</td>
<td>545021</td>
<td>All Ratios</td>
<td>35 Teeth</td>
<td>JLM704649</td>
<td>JLM704610</td>
</tr>
</tbody>
</table>

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

MASTER INSTALLATION KITS

• Ring Gear Bolts • Differential Bearings • Silicone Sealant • Pinion Bearings • Crush Collar • Brush • Pinion Shims •
• Differential Shims • Gear Marking Compound • Pinion Seal • Pinion Nut • Thread Adhesive •

Check bearing size prior to purchase.
Auburn 44
Ring & Pinion

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE # FRONT</th>
<th>OEM REFERENCE # REAR</th>
<th>TEETH</th>
<th>RATIO</th>
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<tr>
<td>342038</td>
<td>706017-4X</td>
<td>706017-4X</td>
<td>41-11</td>
<td>3.73:1</td>
</tr>
<tr>
<td>342039</td>
<td>T</td>
<td>706017-5X</td>
<td>45-11</td>
<td>4.09:1</td>
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<tr>
<td>342040</td>
<td>706017-8X</td>
<td>706017-8X</td>
<td>43-8</td>
<td>5.38:1</td>
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<td>342045</td>
<td>n/a</td>
<td>n/a</td>
<td>39-8</td>
<td>4.88:1</td>
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<tr>
<td>342046 RS*</td>
<td>n/a</td>
<td>n/a</td>
<td>39-8</td>
<td>4.88:1</td>
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</table>

*RS Kits: Reverse Cut, Short Pinion

Specifications:
Ring Gear Diameter 8.5"
10 3/8" X 24 RH Threaded Bolts
Pinion Diameter 1.376" 26 Splines
Case Ratio: 3.73:1 & Numerically Lower
Case Ratio: 3.92:1 & Numerically Higher
8620 Material—Heat Treated

IMPORTANT NOTE:
Part #342039 is a thick gear & works with carrier ratio 3.73:1 & numerically lower.

Compatible Auburn Gear Differential Part Numbers
545018 5420112
545019 542082
545021 54083
5420109 542084
5420110 542085
5420111 544914

Master Installation Kit

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
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<tbody>
<tr>
<td>541087</td>
<td>Bearing Master Kit 1967 and Earlier</td>
<td>1967 &amp; Earlier</td>
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<tr>
<td>541088</td>
<td>Bearing Master Kit 1968 and Later</td>
<td>1968 &amp; Later</td>
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<tr>
<td>541089</td>
<td>Bearing Master Kit 1994 and later Dodge Ram 1500/2500</td>
<td>1994 &amp; Later</td>
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<tr>
<td>541090</td>
<td>Bearing Master Kit - JK Non Rubicon - Rear</td>
<td>2007–2015</td>
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<tr>
<td>541091</td>
<td>Bearing Master Kit - JK Rubicon - Rear</td>
<td>2007–2015</td>
</tr>
<tr>
<td>541092</td>
<td>Bearing Master Kit - JK Rubicon - Front</td>
<td>2007–2015</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings

IMPORTANT NOTE:
Part #342039 is a thick gear & works with carrier ratio 3.73:1 & numerically lower.

Make | Year
--- | ---
Bronco (F) | 1967–1996
Bronco II (F) | 1980–1982
Jeep Cherokee (F) | 1978–1985
Jeep Cherokee (R) | 1977–1980
Grand Cherokee WJ | 1999 & Later
Chevrolet K10, 25 (F) | 1960–1980
Chevrolet K30, 35 (F) | 1967–1976
Chevrolet C10, 5 (R) | 1960–1970
Chrysler W100, 150, 2000, 300, 350 (F) | 1969 & Later
Chrysler 1/2 Ton (F) | 1969–1993
Dodge 1/2 Ton Ram (F) | 1994 & Later
Chrysler 3/4 Ton (F) | 1969–1984
Dodge 3/4 Ton Ram (F) | 1994 & Later
Cobra 63–67 | 1963–1967
Corvette 80–83 | 1980–1983
Firebird 84–85 | 1984–1985
Ford F100, F50, 4x4 | 1967–1978
Ford 1/2 Ton (F) | 1967–1996
Ford 1/2 Ton | 1967–1979
Ford 3/4 Ton (F) | 1967–1988
Ford 1 Ton (F) | 1981–1985
GM 1/2 Ton (F) | 1969–1980
GM 1/2 Ton (R) | 1965–1972
GM 3/4 Ton (F) | 1968–1980
IHC Scout (F) | 1972–1980
IHC Scout (R) | 1968–1980
IHC 100, 150, 200, 1100, 1110, 12000, 1210 (F & R) | 1965–1975
Thunderbird | 1995–1996
Viper (R) | 1993
JK Rubicon (F) | 2007–20015
JK Rubicon (R) | 2007–2015
Non-Rubicon (R) | 2007–2015

9 3/8" x 10 7/8"
10 Holes
Auburn 50

ECTED Max Selectable Locker

11.88" x 11.15"
10 Holes

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

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
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<tbody>
<tr>
<td>1981–2004</td>
<td>545020</td>
<td>All Ratios</td>
<td>30 Teeth</td>
<td>JLM104948</td>
<td>LM104911A</td>
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<td>2000–2005</td>
<td>545020</td>
<td>All Ratios</td>
<td>30 Teeth</td>
<td>JLM104948</td>
<td>LM104911A</td>
</tr>
</tbody>
</table>

ECTED Max Features and Benefits

- Made in the USA.
- 2 Diffs in 1.
- Aircraft quality 9310 heat treated billet steel gearing.
- With the flip of a switch, go from Limited Slip to a Full Locking mode that delivers 100% torque to both wheels!
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

Use Auburn Gear limited-slip additive for maximum performance. A 6 oz. bottle is included with your Auburn Gear differential. Part #504102.
Auburn Pro 60

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

IMPORTANT NOTES:
- All Auburn Pro 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.

Get everything you need in one box with NO AIR LINES & NO PROBLEMS!
Open-to-lock electronic operation

100% Locking Differential
Locks both axles to center of the carrier

### Parts and Ratios

<table>
<thead>
<tr>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
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</thead>
<tbody>
<tr>
<td>545022</td>
<td>4.10:1 &amp; Down</td>
<td>35 Teeth</td>
<td>387A</td>
<td>382S</td>
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<tr>
<td>545023</td>
<td>4.56:1 &amp; Up</td>
<td>35 Teeth</td>
<td>387A</td>
<td>382S</td>
</tr>
<tr>
<td>545024</td>
<td>4.10:1 &amp; Down</td>
<td>30 Teeth</td>
<td>387A</td>
<td>382S</td>
</tr>
<tr>
<td>545025</td>
<td>4.56:1 &amp; Up</td>
<td>30 Teeth</td>
<td>387A</td>
<td>382S</td>
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### Applications

<table>
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<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Studebaker E12 3/4t</td>
<td>1956–1964</td>
</tr>
<tr>
<td>and E14 1t</td>
<td></td>
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<tr>
<td>Dodge Coronet &amp; R/T</td>
<td>1966–1970</td>
</tr>
<tr>
<td>Dodge Charger &amp; R/T</td>
<td>1966–1972</td>
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<tr>
<td>Dodge Super Bee</td>
<td>1968–1972</td>
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<tr>
<td>Challenger</td>
<td>1970–1971</td>
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<tr>
<td>Dodge RAM 2500/3500</td>
<td>1963–1993</td>
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<td>Dodge RAM 2500 (V8 Only)</td>
<td>1994–2002</td>
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<td>Dodge RAM SRT-10</td>
<td>2004–2006</td>
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<tr>
<td>Plymouth Belvedere</td>
<td>1966</td>
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<tr>
<td>Plymouth Satellite</td>
<td>1966</td>
</tr>
<tr>
<td>Plymouth Road Runner</td>
<td>1968–1972</td>
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<tr>
<td>Plymouth GTX</td>
<td>1967–1971</td>
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<tr>
<td>Plymouth ‘Cuda</td>
<td>1970–1971</td>
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<tr>
<td>Ford 3/4 Ton Trucks</td>
<td>1955–1985</td>
</tr>
<tr>
<td>Ford 1 Ton Trucks</td>
<td>1955–1985</td>
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<tr>
<td>Ford UK A0406 Truck</td>
<td>1973–1982</td>
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<tr>
<td>(Option)</td>
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<tr>
<td>Chevrolet and GMC 3/4 Ton Pickups</td>
<td>1964–1977</td>
</tr>
<tr>
<td>Chevrolet and GMC 1 Ton Pickups and Suburbans</td>
<td>1975–1987</td>
</tr>
<tr>
<td>Chevrolet and GMC 1 Ton Vans</td>
<td>1979–2012</td>
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### ECTED Max Selectable Locker
(Open rear to locking only)
Auburn Pro 60
Ring & Pinion

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE # FRONT</th>
<th>OEM REFERENCE # REAR</th>
<th>TEETH</th>
<th>RATIO</th>
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<tbody>
<tr>
<td>342041</td>
<td>706033-3X</td>
<td>706033-3X</td>
<td>41-10</td>
<td>4.10:1</td>
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<tr>
<td>342042</td>
<td>706033-4X</td>
<td>706033-4X</td>
<td>41-9</td>
<td>4.56:1</td>
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<tr>
<td>342051</td>
<td>706033-2X</td>
<td>706033-2X</td>
<td>41-11</td>
<td>3.73:1</td>
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<tr>
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<td>n/a</td>
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<td>4.88:1</td>
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<tr>
<td>342055</td>
<td>n/a</td>
<td>n/a</td>
<td>43-08</td>
<td>5.38:1</td>
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</tbody>
</table>

*Rear only

Specifications:
- Ring Gear Diameter 9.75" 12 1/2" x 18 RH Threaded Bolts
- Pinion Diameter 1.626" 29 Splines
- Case Ratio: 4.10:1 & Numerically Lower
- Case Ratio: 4.56:1 & Numerically Higher
- 8620 Material—Heat Treated

Compatible Auburn Gear Differential Part Numbers
545022 545024 545023 545025

Master Installation Kit

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
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</thead>
<tbody>
<tr>
<td>541095</td>
<td>Bearing Master Kit 1998 and Later</td>
<td>1998 and Later</td>
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</tbody>
</table>

*Kit Contains Timken Bearings

Compatible Auburn Gear Differential Part Numbers
545022 545024 545023 545025

Specifications:
- Ring Gear Diameter 9.75" 12 1/2" x 18 RH Threaded Bolts
- Pinion Diameter 1.626" 29 Splines
- Case Ratio: 4.10:1 & Numerically Lower
- Case Ratio: 4.56:1 & Numerically Higher
- 8620 Material—Heat Treated

Master Installation Kit

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>541095</td>
<td>Bearing Master Kit 1998 and Later</td>
<td>1998 and Later</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings
Auburn Pro 70

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

IMPORTANT NOTE:
For Currie Axle Housings, always use 4.10:1 & Down case
Dana 70 Model uses 387A/382X carrier bearing & race.
Dana 70HD model uses 469.453X carrier bearing & race

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 1999-2001
Ford F-350 1 Ton 2WD Rear 1974-1984
Ford F-350 Super Duty 1 Ton Rear 1999-2002
G35/G3500 1 Ton Rear 1973-1991
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

ECTED Max
Selectable Locker
(Open To Lock)

Get everything you need in one box
with NO AIR LINES & NO PROBLEMS!
Open-to-lock electronic operation
100% Locking Differential
Locks both axles to center of the carrier
**Auburn Pro 70**  
**Ring & Pinion**

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE #</th>
<th>OEM REFERENCE #</th>
<th>TEETH</th>
<th>RATIO</th>
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<td>342052*</td>
<td>n/a</td>
<td>n/a</td>
<td>41-09</td>
<td>4.56:1</td>
</tr>
</tbody>
</table>

*Fits 4.10:1 & Numerically Lower Carrier Case Ratio Only*

**Specifications:**
- Ring Gear Diameter 10.50"
- 12 1/2" X 18 RH Threaded Bolts
- Pinion Diameter 1.750" 29 Splines
- Case Ratio: 4.10:1 & Numerically Lower

8620 Material—Heat Treated

**Compatible Auburn Gear Differential Part Numbers**
- 545026
- 545027
- 545035

**Vehicle Application** | **Model 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

**Make** | **Year**
---|---
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 | 1973-1991
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

---

**No Air Lines, No Problems!**

Get the performance you need with the NEW Auburn Pro 60, 70, & 80 Open-To-Lock fully electronic locker. Auburn Pro electronic lockers are 100% USA made, designed to lock both axles to the center of the carrier, and transfer the torque directly from the differential, NOT through the gears. Backed by our industry leading 1-year warranty.

---

**Challenge Accepted.**

---

**ENHANCED PERFORMANCE. QUALITY. RELIABILITY.**

Always in stock at your authorized Auburn Gear distributor.
Auburn Pro 80

Specifications:
- Ring Gear Diameter 11.25"
- 12 1/2" X 20 RH Threaded Bolts
- Pinion Diameter 2" 37 Splines
- Case Ratio: 3.73:1 & Numerically Lower
- Case Ratio: 4.10:1 & Numerically Higher
- 8620 Material—Heat Treated

Master Installation Kit

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>541097</td>
<td>Bearing Master Kit 1998 &amp; Later Ford</td>
<td>1998 &amp; Later Ford</td>
</tr>
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</table>

*Kit Contains Timken Bearings

SILTED Max
Select Locker
(Open To Lock)

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE #</th>
<th>OEM REFERENCE #</th>
<th>TEETH</th>
<th>RATIO</th>
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<td>4.56:1</td>
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Make Year

<table>
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<th>Year</th>
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<tbody>
<tr>
<td>Dodge 3500</td>
<td>1994–2002</td>
</tr>
<tr>
<td>Dodge 2500 (equipped w/ manual transmissions &amp; Diesel or V10 engines)</td>
<td>1994–2002</td>
</tr>
<tr>
<td>Ford F350 (Select cabs &amp; pick ups)</td>
<td>1988–1998</td>
</tr>
<tr>
<td>Ford F350</td>
<td>1999–2016</td>
</tr>
<tr>
<td>Ford F450</td>
<td>1988–2004</td>
</tr>
<tr>
<td>Ford F450 (13,050 GVW)</td>
<td>2011–2014</td>
</tr>
<tr>
<td>GM (C3500 HD)</td>
<td>1991–2002</td>
</tr>
<tr>
<td>Chevrolet C3500</td>
<td>1992–2001</td>
</tr>
<tr>
<td>Chevrolet Express Van</td>
<td>1996–2007</td>
</tr>
<tr>
<td>3500 1 Ton</td>
<td></td>
</tr>
<tr>
<td>Chevrolet G30 3500 1 Ton</td>
<td>1992–1995</td>
</tr>
<tr>
<td>Chevrolet K30/K3500 1 Ton &amp; Van</td>
<td>1990–1998</td>
</tr>
<tr>
<td>Dodge 3500</td>
<td>1999–2016</td>
</tr>
<tr>
<td>Dodge 3500 1 Ton</td>
<td>1998–2004</td>
</tr>
<tr>
<td>Dodge Ram 2500 3/4 Ton</td>
<td>1994–2002</td>
</tr>
<tr>
<td>Dodge Ram 3500 1 Ton</td>
<td>1994–2002</td>
</tr>
<tr>
<td>Ford E–350 1 Ton</td>
<td>1988–2010</td>
</tr>
<tr>
<td>Ford E–450</td>
<td>2000–2005</td>
</tr>
<tr>
<td>GMC C35/C3500 1 Ton (2WD)</td>
<td>1992–2002</td>
</tr>
<tr>
<td>GMC K35/K3500 1 Ton (4WD)</td>
<td>1992–2000</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings

Dana 80 model uses 469/453X carrier bearing & race

*Auburn Pro 80 is compatible with Dana 80 model axle housings.
Ford 7 1/2" 10 Bolt

**High Performance Differential**

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

- **YEAR**: 1978–Present
- **PART #**: 542023
- **RATIOS**: All Ratios
- **SIDE GEAR SPLINE**: 28 Teeth
- **BEARING CONE**: LM501349
- **BEARING CUP**: LM501314

**Pro Series Differential**

1978–Present
542048
All Ratios
28 Teeth
LM501349
LM501314

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

**SPECIAL NOTE:** Ford 7.5" applications require special “C” washers, which are supplied with the differential (542035). Includes milled pinion shaft to accept 3.73-4.56 ratios.

**High Performance Series Feature**

Auburn Gear’s flagship Limited Slip Differential gives you smooth torque sensing operation with the correct bias ratios to outperform the competition.

---

Ford 8" 10 Bolt

11" 10 Holes, Oval

**Pro Series Differential**

- **YEAR**: 1960–1979
- **PART #**: 542059
- **RATIOS**: 3.0 & Up
- **SIDE GEAR SPLINE**: 28 Teeth
- **BEARING CONE**: LM102949
- **BEARING CUP**: LM102910

- **YEAR**: 1960–1979
- **PART #**: 5420115
- **RATIOS**: 3.0 & Up
- **SIDE GEAR SPLINE**: 31 Teeth
- **BEARING CONE**: LM102949
- **BEARING CUP**: LM102910

**Applications:** All Ford products with 7 1/4" & 8" ring gear. Use Ford M-4216-B ring gear bolts for an open-type differential. Limited-slip type bolts are too long.

**Pro Series Feature**

High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

Make Year
---
Comet 1964–1972
Cougar 1967–1972
Fairlane 1960–1972
Falcon 1962–1970
Mustang 1965–1979
**Ford 8.8" 10 Bolt**

**Applications for High Performance and Pro Series:** All Ford products with 8.8” ring gear applications. Accepts tone ring for ABS applications.

**Applications for ECTED Max:**
- Part #545001: All Ford products with 8.8” ring gear including IRS & IFS applications. Accepts tone ring for ABS applications.
- Part #545002 & Part #545005: All Ford products with 8.8” ring gear. Accepts tone ring for ABS applications.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1978–2014</td>
<td>545001</td>
<td>All Ratios</td>
<td>28 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
<tr>
<td>1983–2014</td>
<td>545002</td>
<td>All Ratios</td>
<td>31 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
<tr>
<td>1983–2014</td>
<td>545005^</td>
<td>All Ratios</td>
<td>31 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
<tr>
<td>1979–2014</td>
<td>542079</td>
<td>All Ratios</td>
<td>28 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
<tr>
<td>1983–2014</td>
<td>542025</td>
<td>All Ratios</td>
<td>31 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
<tr>
<td>1979–2014</td>
<td>542080</td>
<td>All Ratios</td>
<td>28 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
<tr>
<td>1983–2014</td>
<td>542054**</td>
<td>All Ratios</td>
<td>31 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
<tr>
<td>1983–2014</td>
<td>5420116**</td>
<td>All Ratios</td>
<td>33 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
<tr>
<td>2015–Present</td>
<td>5420153</td>
<td>All Ratios</td>
<td>34 Teeth</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

^ For IRS applications only
**Applications for ECTED Max:**
- Part #5420153: All Ford products with 8.8” ring gear. Accepts tone ring for ABS applications.

**Applications for ECTED Max:**
- Part #542079 & Part #542025: All Ford products with 8.8” ring gear. Accepts tone ring for ABS applications.

**Part Number #5420153**

**Applications:** Specifically designed for 2015-Present Mustang V8 models.

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

**ALL NEW MUSTANG DIFFERENTIAL**

**AUBURN PRO SERIES SUPER FORD 8.8" 2015-PRESENT MODELS**

**Make** | **Year**
---|---
Aerostar with 4.0L | 1990–1996
Capri V8 | 1986–1997
Cougar | 1988–2001
E150 - E250 | 1983–1999
Expedition Front | 1997–2014
Explorer | 1990–2014
F100 | 1981–1997
F150 Front | 1997–2014
Mercury Full Size | 1982–2014
Mustang V8 | 1985–2014
Ranger with 4.0L | 1990–2014
Raptor | 2010–2014
Thunderbird | 1987–1994

**4 Pinion Design | 34 Spline | Fits All Ratios**
Ford 8.8"
Performance Ring & Pinion

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE FRONT</th>
<th>OEM REFERENCE REAR</th>
<th>TEETH</th>
<th>RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>342037</td>
<td>E3TZ4209J</td>
<td>M4 209G355</td>
<td>39-11</td>
<td>3.55:1</td>
</tr>
<tr>
<td>342059</td>
<td>n/a</td>
<td>n/a</td>
<td>41-11</td>
<td>3.73:1</td>
</tr>
<tr>
<td>342060</td>
<td>n/a</td>
<td>n/a</td>
<td>41-10</td>
<td>4.10:1</td>
</tr>
</tbody>
</table>

Specifications:
- Ring Gear Diameter 8.80"
- 10 7/16" X 20 LH Threaded Bolts
- Pinion Diameter 1.626" 30 Splines
- No Case Breaks
- 8620 Material - Heat Treated

Compatible Auburn Gear Differential Part Numbers:
- 545001
- 542039
- 545002
- 542080
- 545005
- 542054
- 542079
- 542016
- 542025
- 544921

Master Installation Kit

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5410105</td>
<td>Bearing Master Kit 2010–Present</td>
<td>2010–2014</td>
</tr>
<tr>
<td>5410107</td>
<td>Bearing Master Kit 1997–2014 IFS Reverse Front End (F-150 &amp; Expedition)</td>
<td>1997–2014</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings

**Starting 1997, production Model F150 comes with Factory Ford 8.8 IFS Style Reverse Cut Gears**

Make           Year
---            ---
Areostar with 4.0L | 1990–1997
Bronco          | 1983–1996
Capri V8        | 1986
Cougar          | 1980–1997
E150-E250       | 1983–1999
Expedition      | 1997–2014
Explorer        | 1991–2014
F100            | 1981–1990
F150-F250       | 1981–2002
F150 Front      | 1999–2002
Ford 1/2 TON Rear | 1997–2014
Full Size Car   | 1980–2014
Mustang V8      | 1986–2014
Ranger with 4.0L | 1983–2014
Thunderbird     | 1983–1997

**MASTER INSTALLATION KITS**

- Ring Gear Bolts
- Differential Bearings
- Silicone Sealant
- Pinion Bearings
- Crush Collar
- Brush
- Pinion Shims
- Differential Shims
- Gear Marking Compound
- Pinion Seal
- Pinion Nut
- Thread Adhesive
Ford 9" 10 Bolt

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

Pro Series Feature
High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

Ford 9 ¾" 12 Bolt

Applications: All Ford products with 9 ¾" ring gear. Accepts tone ring for ABS applications. Fits IRS applications.

High Performance Series Feature
Auburn Gear's flagship Limited Slip Differential gives you smooth torque-sensing operation with the correct bias ratios to outperform the competition.

<table>
<thead>
<tr>
<th>Year</th>
<th>Part #</th>
<th>Ratios</th>
<th>Side Gear Spline</th>
<th>Bearing Cone*</th>
<th>Bearing Cup*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997–Present</td>
<td>542090</td>
<td>All Ratios</td>
<td>34 Teeth</td>
<td>NP343847</td>
<td>NP372019</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Make</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>E150</td>
<td>1997–2014</td>
</tr>
<tr>
<td>E250</td>
<td>1997–2014</td>
</tr>
<tr>
<td>E350</td>
<td>1997–2014</td>
</tr>
<tr>
<td>Expedition</td>
<td>1997–2014</td>
</tr>
<tr>
<td>F150</td>
<td>1997–2014</td>
</tr>
<tr>
<td>Lightning</td>
<td>1999–2014</td>
</tr>
<tr>
<td>Navigator</td>
<td>1997–2014</td>
</tr>
</tbody>
</table>
### Ford 9"
**Performance Ring & Pinion**

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE # FRONT</th>
<th>OEM REFERENCE # REAR</th>
<th>TEETH</th>
<th>RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>342036</td>
<td>n/a</td>
<td>n/a</td>
<td>37-10</td>
<td>3.70:1</td>
</tr>
<tr>
<td>342064</td>
<td>n/a</td>
<td>n/a</td>
<td>35-10</td>
<td>3.50:1</td>
</tr>
<tr>
<td>342066</td>
<td>n/a</td>
<td>n/a</td>
<td>41-10</td>
<td>4.10:1</td>
</tr>
<tr>
<td>342067</td>
<td>n/a</td>
<td>n/a</td>
<td>39-13</td>
<td>3.00:1</td>
</tr>
<tr>
<td>342068</td>
<td>n/a</td>
<td>n/a</td>
<td>39-12</td>
<td>3.25:1</td>
</tr>
<tr>
<td>342069</td>
<td>n/a</td>
<td>n/a</td>
<td>35-09</td>
<td>3.89:1</td>
</tr>
</tbody>
</table>

#### Specifications:
- **Ring Gear Diameter** 9"
- **10 7/16” X 20 RH Threaded Bolts**
- **Pinion Diameter** 1.313” 28 Splines
- **No Case Breaks**
- **8620 Material—Heat Treated**

**Compatible Auburn Gear Differential Part Numbers**
- 542043
- 544909
- 542036

**Master Installation Kit**

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5410109</td>
<td>Bearing Master Kit 28 Spline 2.891 Late with LM501310 &amp; LM501349</td>
<td>1957–1970</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings*

**Make**
- Australian Falcon GT, WX, XY, XA, XB
- Australian Fairlane
- ZC, ZD
- Bronco (28 Spline)
- Bronco (31 Spline)
- Comet/Cyclone
- Cougar (28 Spline)
- Cougar (31 Spline)
- E100/150
- E200
- F100/F150
- Fairlane (28 Spline)
- Fairlane (31 Spline)
- Ford Full Size 28 Spline
- Ford Full Size 31 Spline
- Ford 1/2 TON (28 Spline)
- Ford 1/2 TON (31 Spline)
- Ford 3/4 Ton (28 Spline)
- Ford 3/4 Ton (31 Spline)
- Granada
- LTD II
- Mercury (28 Spline)
- Mercury (31 Spline)
- Montego (28 Spline)
- Montego (31 Spline)
- Monarch
- Mustang (28 Spline)
- Mustang (31 Spline)
- Thunderbird (28 Spline)
- Thunderbird (31 Spline)
- Versallies

**Year**
- 1969–1974
- 1969–1974
- 1967–1970
- 1970–1986
- 1965–1967
- 1967–1970
- 1970–1979
- 1986–1987
- 1968–1974
- 1964–1986
- 1957–70
- 1970–1971
- 1957–1970
- 1970–1979
- 1957–1970
- 1970–1986
- 1969–1970
- 1975–1980
- 1971–1979
- 1957–1970
- 1970–1979
- 1970–1976
- 1970–1976
- 1975–1980
- 1965–1970
- 1970–1973
- 1957–1970
- 1970–1979
- 1977–1980

**Specifications:**
- **Ring Gear Diameter** 9"
- **10 7/16” X 20 RH Threaded Bolts**
- **Pinion Diameter** 1.313” 28 Splines
- **No Case Breaks**
- **8620 Material—Heat Treated**

---

*ENHANCED PERFORMANCE. QUALITY. RELIABILITY.*

Always in stock at your authorized Auburn Gear distributor.

aftermarket.auburngear.com
260.925.3200
**Ford 9 3/4”**

**Performance Ring & Pinion**

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE FRONT</th>
<th>OEM REFERENCE REAR</th>
<th>TEETH</th>
<th>RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>342053</td>
<td>n/a</td>
<td>n/a</td>
<td>41-10</td>
<td>4.10:1</td>
</tr>
</tbody>
</table>

**Specifications:**
- Ring Gear Diameter 9.75”
- 12-12MM X 26 RH Threaded Bolts
- Pinion Diameter 1.970” 31 Splines
- No Case Breaks
- 8620 Material—Heat Treated

**Compatible Auburn Gear Differential Part Numbers**
- 542090

**Master Installation Kit**

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5410119</td>
<td>Bearing Master Kit</td>
<td>2011–Present</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings

---

**Ford 10 1/4” & 10 1/2” 12 Bolt**

**Specifications:**
- Ring Gear Diameter 10.35”
- 12-12MM X 26 RH Threaded Bolts
- Pinion Diameter 1.970” 31 Splines
- No Case Breaks
- 8620 Material—Heat Treated

**Applications:** All Ford products with 10 1/4” & 10 1/2” ring gear. Accepts tone ring for ABS applications.

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

**High Performance Series Features and Benefits**
- Made in the USA.
- Auburn Gear’s flagship Limited Slip Differential gives you smooth torque sensing operation with the correct bias ratios to outperform the competition.
- Provides maximum amount of torque transfer without compromising the performance requirements of a vehicle in situations where torque transfer is required.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

---

**Make** | **Year**
--- | ---
Expedition | 1997–2014
E150 | 1997–2014
E250 | 1997–2014
E350 | 1997–2014
F150 | 1997–2014
Ford 1/2 Ton | 1997–2014
Navigator | 1997–2014

---

**Auburn Gear limited-slip additive for maximum performance. A 6 oz. bottle is included with your Auburn Gear differential. Part #504102.**
GM 7 1/2" & 7 5/8" 10 Bolt

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

SPECIAL 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.

High Performance Series Feature
Auburn Gear’s flagship Limited Slip Differential gives you smooth torque sensing operation with the correct bias ratios to outperform the competition.

Pro Series Feature
High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

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

Make Year
Astro/Safari 1985–1988
Buick/Olds/Pontiac 1982–1988
Camaro/Firebird 1978–1981
Century/Phoenix/Ventura 1977–1988
Chevrolet Full Size 1975–1980
Chevrolet Manza 26T 1977–1987
Cutlass/Grand Prix 1977–1987
El Camino 1977–1988
Full Size 1977–1988
Monte Carlo/Regal 1978–1987
Olds Bravada 1991–1993
Skylark 1976–1979

Make Year
Astro/Safari 1988–2005
Buick/Olds/Pontiac 1988–2002
Camaro/Firebird 1988–1996
Chevrolet Full Size 1988–1990
Full Size 1989–1993
Isuzu Rodeo 1991–1002
S10/S15 1988–2005

Use Auburn Gear limited-slip additive for maximum performance. A 6 oz. bottle is included with your Auburn Gear differential. Part #504102.
GM 7 ½" & 7 5/8"
Performance Ring & Pinion

<table>
<thead>
<tr>
<th>PART #</th>
<th>OEM REFERENCE # FRONT</th>
<th>OEM REFERENCE # REAR</th>
<th>TEETH</th>
<th>RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>342035</td>
<td>n/a</td>
<td>26026782</td>
<td>41-12</td>
<td>3.42:1</td>
</tr>
<tr>
<td>342034</td>
<td>n/a</td>
<td>26036813</td>
<td>41-11</td>
<td>3.73:1</td>
</tr>
</tbody>
</table>

Specifications:
Ring Gear Diameter 7.50"
10 3/8" X 18 LH Threaded Bolts
Pinion Diameter 1.438" 27 Splines
Case Ratio: 3.08:1 & Numerically Lower
Case Ratio: 3.23:1 & Numerically Higher
8620 Material - Heat Treated

Compatible Auburn Gear Differential Part Numbers
542057 542041
542058 542046
542044 542047
542045 544932
542040 544933

Master Installation Kit

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5410100</td>
<td>Bearing Master Kit 1999 &amp; Later</td>
<td>1999 &amp; Later</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings

Chevy 8.2" 10 Bolt

High Performance Differential
11 ½" 10 Holes
Applications: Chevrolet with 8.2" ring gear, "C" lock axle, 25 tooth pinion spline.

Special Note:
Ring Gear bolts are included.

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

Use Auburn Gear limited-slip additive for maximum performance. A 6 oz. bottle is included with your Auburn Gear differential. Part #504102.
GM 8.2"
Performance Ring & Pinion

Specifications:
Ring Gear Diameter 8.20"
10 3/8" X 24 RH Threaded Bolts
Pinion Diameter 1.438" 25 Splines
Case Ratio: 3.00:1 & Numerically Lower
Case Ratio: 3.08:1 & Numerically Higher
8620 Material—Heat Treated

Compatible Auburn Gear Differential Part Numbers
5420108
542061

Master Installation Kit

PART # | DESCRIPTION |
--- | --- |
5410118 | Bearing Master Kit 1964-1972 |

*Kit Contains Timken Bearings

Buick - Olds - Pontiac 8.2" 10 Bolt

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.

SPECIAL NOTE: Differential bearings provided with 542099 and 5420114

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

High Performance Series Feature
Provides maximum amount of torque transfer without compromising the performance requirements of a vehicle in situations where torque transfer is required.

Pro Series Feature
High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

SPECIAL 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.
GM 8.2"/8.4" 10 Bolt 1955-1964 Chevy

Pro Series Differential

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE</th>
<th>BEARING CUP</th>
</tr>
</thead>
</table>

^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.

Pro Series Feature
High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

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.

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

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

Remove material

Unmodified non-posi Housing  
Modified non-posi Housing
**Corvette 10 Bolt 1963-1979**

**Applications:**
- Corvette

**Pro Series Differential**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1963-1979</td>
<td>542062</td>
<td>2.41:1 to 3.70:1</td>
<td>17 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
</tbody>
</table>

*Includes ring gear spacer.

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

**Year**
- 1963–1979

**Make**
- Corvette

**Gen 5 Camaro 218mm 10 Bolt**

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

**Pro Series Differential**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010–Present</td>
<td>5420138</td>
<td>3.27:1, 3.45:1, 3.73:1, &amp; 3.91:1</td>
<td>32 Teeth</td>
<td>TR100802A</td>
<td>STA5078</td>
</tr>
</tbody>
</table>

**Make**
- Camaro SS

**Year**
- 2010–Present

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

**Pro Series Features and Benefits**
- Made in the USA.
- Turn up your torque with our Pro Series differential for the very best in controlled power transfer.
- High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

Always in stock at your authorized Auburn Gear distributor.
GM 8.5" & 8.6" 10 Bolt

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

SPECIAL NOTE: 542097 can be substituted for 542022 with a bearing change. Use LM102949, LM102911. The reverse case will not fit. 542022 cannot be substituted for the 542097.

ECTED Max Selectable Locker

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

^Large bearing hub—Bearings provided with 542050, Pro Series Unit
**Bearings provided in 542052, however if vehicle is '99 model year or newer, bearings will not be used. Use bearings specified above.

ECTED Max Feature
With the flip of a switch, go from Limited Slip to a Full Locking mode that delivers 100% torque to both wheels!

High Performance Series Feature
Auburn Gear’s flagship Limited Slip Differential gives you smooth torque sensing operation with the correct bias ratios to outperform the competition.

Pro Series Feature
High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999–Present</td>
<td>545004</td>
<td>2.73:1 &amp; Up</td>
<td>30 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
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<tr>
<td>1999–Present</td>
<td>542097</td>
<td>2.73:1 &amp; Up</td>
<td>30 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
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<tr>
<td>1999–Present</td>
<td>542052^</td>
<td>2.73:1 &amp; Up</td>
<td>30 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
</tbody>
</table>

Make Year
Apollo/Regal/Century 1973–1977
Biscayne/Roadmaster 1971–1974
Buick Full Size 1977–Present
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–Present
Grand National 1984–1987
Grand Sport 1973–1984
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–Present
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 1971–1996
C10/C15/G10/G15 Z-28 1978–Present

Use Auburn Gear limited-slip additive for maximum performance. A 6 oz. bottle is included with your Auburn Gear differential. Part #504102.
GM 8.5" F&R/GM 8.6" Ring & Pinion Rear Style

Specifications:
Ring Gear Diameter 8.5"
10 7/16" X 20 RH Threaded Bolts
Pinion Diameter 1.626" 30 Splines
Case Ratio: 2.56:1 & Numerically Lower
Case Ratio: 2.73:1 & Numerically Higher
8620 Material—Heat Treated

Compatible Auburn Gear Differential Part Numbers
545003 542050
545004 542052
542018 544905
542022 544906
542097

GM 8.5" Master Installation Kit

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
<th>MODEL YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5410103</td>
<td>Bearing Master Kit 2009 &amp; Later GM 8.6</td>
<td>2009 &amp; Later</td>
</tr>
</tbody>
</table>

*Kit Contains Timken Bearings

GM 8.5" Master Installation Kit

- Ring Gear Bolts
- Differential Bearings
- Silicone Sealant
- Pinion Bearings
- Crush Collar
- Brush
- Pinion Shims
- Differential Shims
- Gear Marking Compound
- Pinion Seal
- Pinion Nut
- Thread Adhesive

ENHANCED PERFORMANCE.
QUALITY. RELIABILITY.

Always in stock at your authorized Auburn Gear distributor.
GM 8 7/8" 12 Bolt - Car

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

Specifications:
- Ring Gear Diameter 8.875"
- 12 3/8" X 24 RH Threaded Bolts
- Pinion Diameter 1.625" 30 Splines
- Case Ratio: 2.73:1 & Numerically Higher
- 8620 Material—Heat Treated

Compatible Auburn Gear Differential Part Numbers
- 545008 5420104
- 545010 5410106
- 542031 5420117
- 241033 5420118

Make Year
- Buick Centurion 1971-1972
- Buick Electra 1965-1972
- Buick Estate Wagon 1971-1972
- Buick GS 1970-1972
- Buick GS 350/400 1968-1969
- Buick GS 455 1970-1972
- Buick Gran Sport 1965-1967
- Buick LeSabre/Skylark 1971-1972
- Buick Special 1965-1969
- Buick Sportwagon 1964-1972
- Chevrolet Bel Air 1965-1970
- Camaro 1967-1972
- Caprice 1966-1972
- Chevelle 1964-1973
- Chevy II 1964-1967
- El Camino 1965-1972
- Firebird 1967-1972
- Grand Prix 1970-1972
- GTO/LeMans 1965-1972
- Monte Carlo 1970-1972
- Nova 1970-1972
- Olds F85 1968-1970
- Olds 98 1965-1972
- Cutlass/Cutlass Supreme 1971-1972
- Delmont 88 1967-1968
- Olds Delta 88 & F85 1965-1972
- Jetstar 88 1965-1967
- Vista Cruiser 1967-1972
- Pontiac Acadian 1968-1971
- Bonneville/Catalina 1965-1972
- Firebird 1967-1972
- GTO 1965-1972
- Grand Prix 1970-1972
- Grand Safari 1971-1972
- Pontiac Grandville 1971-1972
- LeMans 1965-1971
- Star Chief 1955-1956
- Pontiac Tempest 1970

Use Auburn Gear limited-slip additive for maximum performance. A 6 oz. bottle is included with your Auburn Gear differential. Part #504102.
GM 8 7/8" 12 Bolt - Truck

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

**ECTED Max Selectable Locker**
- ENHANCED PERFORMANCE.
- QUALITY . RELIABILITY.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
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</thead>
<tbody>
<tr>
<td>1964–mid 1982</td>
<td>545009**</td>
<td>2.76:1 to 3.42:1</td>
<td>30 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
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<tr>
<td>1964–mid 1982</td>
<td>5420107**</td>
<td>2.76:1 to 3.42:1</td>
<td>30 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
<tr>
<td>1964–mid 1982</td>
<td>542034**</td>
<td>2.76:1 to 3.42:1</td>
<td>30 Teeth</td>
<td>LM603049</td>
<td>LM603012</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Make</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>1/2 Ton Truck</td>
<td>1964–1982</td>
</tr>
<tr>
<td>3/4 Ton Truck</td>
<td>1964–1982</td>
</tr>
<tr>
<td>C10, C15</td>
<td>1964–1982</td>
</tr>
<tr>
<td>K10, K15</td>
<td>1964–1982</td>
</tr>
</tbody>
</table>

**GM 9 1/2" 14 Bolt**

**Applications:** All GM products with 9 1/2" ring gear

**Special Note:** Model years 2014–2016 are 12 bolt. Model years 1981–2013 are 14 bolt. GM 9 1/2" posi will fit present year vehicles.

**ECTED Max Feature**
- With the flip of a switch, go from Limited Slip to a Full Locking mode that delivers 100% torque to both wheels!

**High Performance Series Feature**
- Auburn Gear's flagship Limited Slip Differential gives you smooth torque sensing operation with the correct bias ratios to outperform the competition.

**Pro Series Feature**
- High Torque Bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

**Year Part # Spline**
<table>
<thead>
<tr>
<th>Make</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C10, C15</td>
<td>1981–Present</td>
</tr>
<tr>
<td>C10, C15, C20</td>
<td>1988–Present</td>
</tr>
<tr>
<td>C30, C35</td>
<td>1983–Present</td>
</tr>
<tr>
<td>G10, G15</td>
<td>1981–Present</td>
</tr>
<tr>
<td>G20, G25</td>
<td>1988–Present</td>
</tr>
<tr>
<td>K10, K15</td>
<td>1989–Present</td>
</tr>
</tbody>
</table>

Use Auburn Gear limited-slip additive for maximum performance. A 6 oz. bottle is included with your Auburn Gear differential. Part #504102.
Toyota Land Cruiser 12 Bolt

Applications: Land Cruiser

Pro Series Differential

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE</th>
<th>BEARING CUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1968–1989</td>
<td>542030</td>
<td>All Ratios</td>
<td>30 Teeth</td>
<td>NTN17887</td>
<td>17831</td>
</tr>
</tbody>
</table>

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

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

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

Toyota 8.0" 10 Bolt

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

Pro Series Differential

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPLINE</th>
<th>BEARING CONE</th>
<th>BEARING CUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1974–Present</td>
<td>5420131^</td>
<td>All Ratios</td>
<td>30 Teeth</td>
<td>LM104948</td>
<td>LM104912</td>
</tr>
</tbody>
</table>

^4-pinion design

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

Pro Series Features and Benefits

- Made in the USA.
- Turn up your torque with our Pro Series differential for the very best in controlled power transfer.
- High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!
## Toyota 8.4" 10 Bolt

**Pro Series Differential**

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

### Pro Series Feature

High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.

### Year | Part # | Ratios | Side Gear Spline | Bearing Cone* | Bearing Cup*  
--- | --- | --- | --- | --- | ---  
1990–Present | 5420132^ | All Ratios | 30 Teeth | ST5186-N Set | ST5186-N Set

^4-pinion design

## Toyota 9.5" 12 Bolt

**Pro Series Feature**

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

### Year | Part # | Ratios | Side Gear Spline | Bearing Cone* | Bearing Cup*  
--- | --- | --- | --- | --- | ---  
2007–Present | 545038^ | All Ratios | 32 Teeth |  
2007–Present | 5420133 | All Ratios | 32 Teeth | 570064-1 32010J^  

Make | Year  
--- | ---  
Lexus GX | 1995–Present  
Pickup | 1986–1996  
T-100 | 1995–2005  
Tundra | 1995-2005  
Lexus LX470 | 2007–Present

### High Performance Series Feature

Auburn Gear’s flagship Limited Slip Differential gives you smooth torque-sensing operation with the correct bias ratios to outperform the competition.
**Toyota 10.5" 12 Bolt**

**Applications:** Tundra's with 5.7 liter V-8

**Auburn Gear, LLC has developed a performance limited-slip differential designed specifically for road racing.** It features a differential case designed to allow the center pin to float along with the axle shafts. This design aids in cornering; when turning, the outside wheel axle shaft will apply a force to the center pin causing the pinion gears to firmly seat inside the cone/side gear assembly. This gives the racer an extremely “tight” rear axle. The greater the G-force the more bite you get! If you are an avid road racer you’ll want this unit.

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

**High Performance Series Feature**

Auburn Gear’s flagship Limited Slip Differential gives you smooth torque-sensing operation with the correct bias ratios to outperform the competition.

**Race Series Features and Benefits**

- **Made in the USA.**
- Performance Racing limited-slip differential developed specifically for road racing.
- A differential case designed to allow the center pin to float along with the axle shafts
- Race design features benefit drivers by giving the racer an extremely “tight” rear axle when cornering.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

### Applications:

- **Part #542039:** All Ford products with 8.8” ring gear. Accepts tone ring for ABS applications.
- **Part #542088:** All GM products with 7 ½" & 7 5/8" ring gear. Accepts tone ring for ABS applications.

### Year | Part # | Ratios | Side Gear Spline | Bearing Cone* | Bearing Cup*  
--- | --- | --- | --- | --- | ---  
1979–Present (Ford) | 542039 | All Ratios | 36 Teeth | HR32011Xja4 | R55-34NSK  
1997–Present | | All Ratios | 36 Teeth | HR32011Xja4 | R55-34NSK  
1999–Present | | All Ratios | 36 Teeth | HR32011Xja4 | R55-34NSK  
2007–Present | 5420134 | All Ratios | 36 Teeth | HR32011Xja4 | R55-34NSK
Titan 10 Bolt

Pro Series Differential

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PART #</th>
<th>RATIOS</th>
<th>SIDE GEAR SPINE</th>
<th>BEARING CONE*</th>
<th>BEARING CUP*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004–2007</td>
<td>5420137</td>
<td>All Ratios</td>
<td>32 Teeth</td>
<td>JLM704649</td>
<td>JLF704610</td>
</tr>
</tbody>
</table>

10.3” x 9.38”
12 Holes, Irregular

SPECIAL NOTE:
Replacement for factory open differential only. If replacing factory locker, new axle shafts are required.
Part #5420137 only works with axle shafts from an open differential.

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

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

Pro Series Features and Benefits
- Made in the USA.
- Turn up your torque with our Pro Series differential for the very best in controlled power transfer.
- High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!
### DIFFERENTIAL SERVICE KITS

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<thead>
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<th>APPLICATION</th>
<th>AG DIFF. PART NUMBER</th>
<th>SPRING RETAINER SERVICE KIT</th>
<th>PINION GEAR SERVICE KIT</th>
<th>PINION SHAFT SERVICE KIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>GM 7.5&quot; &amp; 7¾&quot;</td>
<td>542040, 41, 45, 47</td>
<td>541016</td>
<td>541011</td>
<td>541005</td>
</tr>
<tr>
<td>GM 7.5&quot; &amp; 8.6&quot;</td>
<td>542044, 45, 46, 47</td>
<td>541017</td>
<td>541011</td>
<td>541005</td>
</tr>
<tr>
<td>GM 8.2&quot;</td>
<td>542018, 22, 29, 97</td>
<td>541018</td>
<td>541012</td>
<td>541012</td>
</tr>
<tr>
<td>1963–79 Corvette</td>
<td>542050, 52</td>
<td>541019</td>
<td>541012</td>
<td>541007</td>
</tr>
<tr>
<td>GM 8¾&quot;</td>
<td>542061, 108</td>
<td>541035</td>
<td>541013</td>
<td>541037</td>
</tr>
<tr>
<td>12 Bolt, Car &amp; Truck</td>
<td>542031, 32, 33, 34</td>
<td>541022</td>
<td>541014</td>
<td>541024</td>
</tr>
<tr>
<td>GM 9.5&quot;</td>
<td>542087</td>
<td>541043</td>
<td>541044</td>
<td>541042</td>
</tr>
<tr>
<td>Ford 7.5&quot; (C Washer Kit)</td>
<td>542023</td>
<td>541016</td>
<td>541011</td>
<td>541006</td>
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<tr>
<td>Ford 8.8&quot;, 8 Tooth</td>
<td>542024, 79, 80</td>
<td>541018</td>
<td>541012</td>
<td>541007</td>
</tr>
<tr>
<td>Ford 8.8&quot;, 31 Tooth</td>
<td>542025</td>
<td>541020</td>
<td>541013</td>
<td>541008</td>
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<tr>
<td>Ford 8&quot; &amp; 9&quot;</td>
<td>542036, 43, 59</td>
<td>541023</td>
<td>541015</td>
<td>541010</td>
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<tr>
<td>Ford 9.75&quot;</td>
<td>542090</td>
<td>541043</td>
<td>541044</td>
<td>541042</td>
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<tr>
<td>Ford 10&quot;/&quot;</td>
<td>542089</td>
<td>541045</td>
<td>541046</td>
<td>541047</td>
</tr>
<tr>
<td>Chrysler 8½&quot;</td>
<td>542070, 71</td>
<td>541038</td>
<td>541039</td>
<td>541040</td>
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<tr>
<td>Chrysler 8½&quot;</td>
<td>542072, 74</td>
<td>541041</td>
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<td>541007</td>
</tr>
<tr>
<td>Chrysler 9½&quot;</td>
<td>542051</td>
<td>541022</td>
<td>541014</td>
<td>541024</td>
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<tr>
<td>AMC Model 20</td>
<td>542081</td>
<td>541019</td>
<td>541012</td>
<td>541007</td>
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<tr>
<td>Toyota Landcruiser</td>
<td>542030</td>
<td>541022</td>
<td>541014</td>
<td>541024</td>
</tr>
<tr>
<td>Toyota 8.0&quot; &amp; 8.4&quot;</td>
<td>542013, 32</td>
<td>541079</td>
<td>541080</td>
<td>541081</td>
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<tr>
<td>Toyota 9.5&quot;</td>
<td>5420133</td>
<td>541038</td>
<td>541039</td>
<td>54108</td>
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<tr>
<td>Toyota 10.5&quot;</td>
<td>5420134</td>
<td>541045</td>
<td>541046</td>
<td>541083</td>
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<tr>
<td>Auburn (Dana) Model 44</td>
<td>542062, 83, 109, 110</td>
<td>541019</td>
<td>541012</td>
<td>541007</td>
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<tr>
<td>Buick/Olds/Pontiac 8.2&quot;</td>
<td>542060, 542099, 113, 114</td>
<td>541035</td>
<td>541036</td>
<td>541048</td>
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<tr>
<td>Chevy 8.4&quot;</td>
<td>5420100</td>
<td>541041</td>
<td>541012</td>
<td>541049</td>
</tr>
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**NOTE:** For information regarding MAX Lock Locker Spring Service Kits, please contact Auburn Gear.

### ECTED MAX SERVICE KITS

<table>
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<tr>
<th>ECTED MAX APPLICATION</th>
<th>ECTED MAX PART NUMBER</th>
<th>WIRE HARNESS &amp; SWITCH KIT</th>
<th>(8) COIL ASSEMBLY</th>
<th>(9) COIL BEARING</th>
<th>(7) CLUTCH KIT</th>
<th>(5) PINION SHAFT KIT</th>
<th>(1 THRU 7) MASTER KIT</th>
<th>AXLE SHAFT SPACER</th>
<th>DIFFERENTIAL BEARING KIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford 8.8&quot; with 28 Spline Axles</td>
<td>545001</td>
<td>541051</td>
<td>541052</td>
<td>541053</td>
<td>541054</td>
<td>541055</td>
<td>541057</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ford 8.8&quot; with 31 Spline Axles (C-clip only)</td>
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**Note:** 541070 Contains: (2)LM102949, (2)LM102911.
LIMITED-SLIP ADDITIVE

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 ECTED Max selectable locker 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.

DIFFERENTIAL REPLACEMENT EXCHANGE PROGRAM

What It Is
D-REX stands for Differential Replacement EXchange Program. Auburn Gear’s limited-slip differentials are designed and manufactured with a robust and unique cone clutch mechanism. However, due to machining and assembly processes, the differential case and side gear/cone clutch mechanism are a matched set and therefore non-rebuildable. All other components within the Auburn Gear differential are replaceable and service kits are available. In order to address the non-rebuildable components within our limited-slip differentials we offer the D-REX unit.

What We Promise
With Auburn Gear, you get a full one-year manufacturer’s warranty, plus D-REX coverage for four years from date of purchase. D-REX stands for Differential-Replacement Exchange—which means Auburn Gear will replace your unit within the first four (4) years after purchase. Every part you get will be brand new. The unit comes assembled, tested, certified and ready for installation. No more rebuilding and mixing old worn parts with new parts! There is a nominal charge for the new replacement unit. The replacement unit is completely new, no rebuilt parts or case.

Qualifications for D-REX Program
To qualify, the unit must have been purchased within the last four (4) years. This can be determined either from your original dated receipt OR by the date code stamped on the differential case. Example: 018 A20 12. 018 represents the part number. A20 represents the month and day (January 20). 12 represents the year (2012).

Contact your distributor or Auburn Gear to get your Replacement Exchange Number. Do not return your unit without getting this number. Units received without the RE# will be returned to sender.

Do not return the differential with bearings and/or ring gear installed. Auburn Gear will not be held responsible for products returned with these components installed. They will be scrapped.
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Listed are the maximum tire sizes for the Auburn Gear traction differential applications.
CHOOSING THE OPTIMAL GEAR RATIO FOR YOUR VEHICLE

This chart shows RPM (rotations per minute) calculations at 55 miles per hour for various combinations of final gear ratios.

When selecting a gear ratio, consider the following:
1. Tire Size
2. Transmission Ratio
3. Final Gear Ratio
4. Engine RPM at cruise speed

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WHY PURCHASE AN AUBURN GEAR PERFORMANCE DIFFERENTIAL?

Simply...performance
Our units offer you more torque bias performance than any other limited slip differential available in the industry. Torque bias, measured in lbs-ft, is the ability of the limited slip differential to divide the input torque unequally, allowing more torque to be delivered to the wheel with the most traction. Bias torque translates to more driving force, hence more horsepower to the ground. Torque bias is the measuring stick by which all limited slip differentials are compared. It is the apples-to-apples performance comparison!

Let’s look at some hard test data
We ran competitive testing on an EatonPosi, TrueTrac by Tractech (the folks who make Detroit Locker), Torsen, and Traction-Loc by Ford. As you can see, the Auburn Pro is the clear-cut performance leader in the industry with the Auburn High Performance Series taking the close second. Everyone else falls way behind just like they will on the street, quarter-mile or off-road.

Quality, controlled right here in the USA
One of the best reasons for buying an Auburn Gear Performance Differential is quality control. Every unit is hand inspected and assembled right here in the USA by our own highly-motivated inspector/assemblers. We don’t rely on our suppliers’ word (even though it’s usually pretty accurate!); we insist on inspecting each and every casting, forging, and component before they are assembled into a super-reliable Auburn Gear Performance Differential.

Best guarantees in the industry
We back up our performance advantage by offering the best warranty in the business: a one-year warranty, plus an additional four years of D-REX coverage. D-REX stands for Differential Replacement EXchange. We will replace your unit, no matter the reason, within the first 4 years after purchase for the price of a competitor’s clutch pack. Every part you get will be brand new—the unit comes assembled, tested, certified, and ready for installation. No more rebuilding and mixing old worn parts with new parts!

![Durability Test Results Graph](chart.png)
GENERAL QUESTIONS

What are the differences between the High Performance LSD, the Pro LSD, and ECTED Max?
The ECTED Max is a limited-slip and a locker in one differential. The driver controls the mode with a switch inside the vehicle. The ECTED Max can be switched to lock mode, which allows 100% torque transfer to both wheels. The High Performance and Pro are limited-slip units. Any limited-slip differential can allow the low traction wheel to spin since the amount of torque that can be transferred to the opposite wheel is limited (hence the name limited-slip).

What is the difference between the Auburn Gear Pro Series and the Auburn Gear High Performance Series?
The High Performance Series is another option in the Auburn Gear traction enhancement products. The cone clutch design offers increased durability and performance in normal street use. The high bias cone clutch design of the Pro Series provides a higher torque and preload, making it the ultimate limited-slip differential for true performance. It is engineered to provide lightning-quick, torque-sensing traction when you need it. No buttons to push, no levers to pull, it goes into action when you accelerate. It handles superbly—on and off road.

Is the ECTED Max 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 ECTED Max is the best application. The ECTED Max 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. In the limited-slip product line, for both street and strip, the Pro Series is the choice; however, the High Performance limited-slip is effective in street and strip applications. For strictly drag racing (no street driving), a spool would be the choice.

How much horsepower and torque will the High Performance LSD take? Is there a horsepower limitation? What is it?
Each size has its own limitations, but it is more related to torque than to horsepower. Additionally, the transmission type, driving habits (snap starts) and tires (traction) play a role.

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 ECTED Max 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 modifiers. Clutch chatter is caused by the difference between the static (non-slipping) 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 9). 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 ECTED Max 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 ECTED Max and limited-slip 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 ECTED Max 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 an ECTED Max and/or limited-slip?
Yes. If the unit is installed in the front, it is recommended to unlock the front wheel hubs and/or place the transfer case in 2-wheel drive.

What affect will Auburn Gear differentials have on my towing capability?
The ECTED Max and the limited-slip 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 Auburn Gear 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 49 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 ECTED Max or limited-slip differential?
It depends on the vehicle set-up and the tires. Typically, both the High Performance Series and Pro Series will accommodate turns on clean, dry pavement without wheel hop or tire chirp. In the "off" or limited-slip mode, the ECTED Max 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 an ECTED Max 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 an Auburn Gear limited-slip differential/Auburn Gear ECTED Max differential?
Non-synthetic 80w90 GL-5 oil treated with Auburn Gear friction additive, part #504102 (also known as a friction modifier). See Catalog page 48. 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.

Can Auburn Gear differentials be rebuilt? Can I repair the Auburn Gear limited-slip differential?
New units—not rebuilt—are provided at a minimal cost for qualified replacements under the D-REX program. With the best warranty in the industry, there is no need to repair the Auburn Gear limited-slip differential. Please see the D-REX new replacement program and limited warranty on pages 48 and 55.

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.

What is the D-REX Replacement Exchange Program?
Auburn Gear differentials, because of the precision design and machining, cannot be rebuilt. Under the D-REX Program, a NEW unit can be purchased for about the price of a competitor’s clutch pack. The D-REX program covers four (4) years from the date code or four (4) years from original purchase receipt. See page 48 in the catalog.

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 aftermarket.auburngear.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 Auburn Gear ECTED Max 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 an ECTED Max 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 full-time 4-WD and is primarily used on the pavement.

ECTED MAX

Can I repair the ECTED Max 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. Please review the Auburn Gear D-REX warranty as it provides the best warranty in the industry.

Can I tow my ECTED Max?
It is NOT recommended that an ECTED Max be towed behind any vehicle unless the vehicle has hub lockouts or a trailer dolly or flatbed trailer is used. A trailer dolly is especially necessary if an ECTED Max has been installed in the front axle housing.

Can the ECTED Max be used in the front axles?
ECTED Max 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 ECTED Max 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 ECTED Max not be engaged if one wheel is completely off the ground or pavement.

How is the ECTED Max activated?
The ECTED Max 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 ECTED Max operation?
The ECTED Max switch is more than capable of managing the current that the ECTED Max requires. No need for a relay.

Can I purchase the wiring harness for the ECTED Max?
Yes, the wiring harness is universal to fit any vehicle, and can be purchased separately. Refer to catalog page 37 for ECTED Max service kits or visit aftermarket.auburngear.com.

Is the ECTED Max and/or limited-slip streetable?
All Auburn Gear differentials are very streetable. Both the ECTED Max and the limited-slip 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 ECTED Max is in full-locker mode, you may experience some under or push steering.
LIMITED WARRANTY

Auburn Gear, LLC ("Manufacturer") warrants that this product is free from defects in materials and workmanship for a period of one (1) year after purchase by the consumer, or 12,000 miles of normal use by the consumer, whichever is less; provided that this product:

• has been installed and maintained in accordance with the Manufacturer’s instructions; and
• has been used in regular automotive driving and not in any off-road application; and
• has been used with the proper lubricant and additive, as specified in the installation instructions at all times; and
• has not been subject to modification, accident, or misuse.

This limited warranty is the sole express warranty provided by manufacturer to the ultimate user of the product. The manufacturer disclaims all other express warranties, and all implied warranties, including the implied warranties of merchantability and fitness for a particular purpose.

EXCLUSIVE REMEDY

In the event of a breach of this warranty, you shall return the product to the seller within thirty (30) days after the expiration of the limited warranty period, along with your proof of purchase and explanation of the defect*. Seller or Manufacturer may investigate the claim of defect, and in the event of a defect in the product shall, at their election, either repair the defective product or replace the defective product. These remedies are your sole and exclusive remedies in the event of a breach of warranty.

*Contact customer service BEFORE returning product for more information and a Return Goods Authorization number.

LIMITATION OF LIABILITY FOR DAMAGES

In no event shall Manufacturer be liable for consequential, special, indirect, or exemplary damages, whether based upon tort, contract, warranty, negligence, strict liability or other legal theory. Manufacturer’s liability shall be limited to direct damages.

EXCEPTIONS TO LIMITED WARRANTY AND REMEDY

The limited warranty and remedy gives you specific legal rights. You may have other statutory rights in states that do not allow the limitation on or exclusion of certain warranties or remedies.
ECTED Max Features & Benefits

- Made in the USA.
- 2 Diffs in 1.
- Aircraft quality 9310 heat treated billet steel gearing
- With the flip of a switch, go from Limited Slip to a Fulling Locking mode that delivers 100% torque to both wheels!
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

High Performance Series Features and Benefits

- Made in the USA.
- Auburn Gear’s flagship Limited Slip Differential gives you smooth torque-sensing operation with the correct bias ratios to outperform the competition.
- Provides maximum amount of torque transfer without compromising the performance requirements of a vehicle in situations where torque transfer is required.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

Pro Series Features & Benefits

- Made in the USA.
- Turn up your torque with our Pro Series differential for the very best in controlled power transfer.
- High Torque bias Cone Clutch design provides Maximized Torque Transfer, making it the Ultimate Limited Slip Differential for true performance.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

Race Series Features & Benefits

- Made in the USA.
- Performance Racing limited-slip differential developed specifically for road racing.
- A differential case designed to allow the center pin to float along with the axle shafts.
- Race design features benefit drivers by, giving the racer an extremely “tight” rear axle when cornering.
- Backed by a one year limited warranty, plus an exclusive four years of coverage through the D-REX Program!

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ENHANCED PERFORMANCE.
QUALITY. RELIABILITY.