



DURA GRIP: POSITRACTION

OVERVIEW OF A DURA GRIP

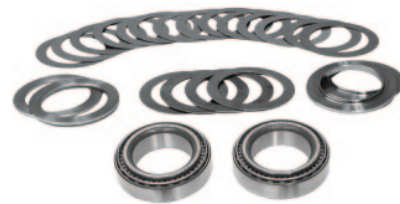
The Yukon Dura Grip is an example of the popular clutch plate limited slips that appeared as OE equipment. Steel clutch plates, half of which are covered with a friction lining material, are sandwiched behind the differential side gears inside the carrier housing. These plates are alternately tabbed to the carrier or splined to the axle shaft. The tabbed pieces are called plates and the splines are called discs. The side gears are preloaded with springs placed between the side gears. This preload provides greater traction to both axles. In a turning situation, the Dura Grip allows a speed differential mostly because the torque loads will be low enough to allow the differential to operate.

PRODUCT ADD-ON OPPORTUNITIES

When a Dura Grip is sold, it is beneficial to sell a carrier installation kit.

This kit will include new carrier bearings and shims which should be replaced to insure optimal performance of the Dura Grip and make the installation easier. A complete Differential Installation Kit is also a good alternative option since it will replace all bearings and seals in the differential.

CARRIER INSTALLATION KIT



ANATOMY OF A POSITRACTION

BEARING JOURNAL:

Where the carrier bearings are pressed on to.

CASE: Houses the spider gears and clutches.

PRELOAD SPRINGS:

Pre-load the spider gears & clutches for greater traction.

SPIDER GEARS: Allow for the axles to turn at different speeds when turning a corner.

RING GEAR DECK:

Where the ring gear mounts.



DURA GRIP: POSITRACTION

YUKON GEAR & AXLE







Yukon Dura Grip Positraction

The four-spring clutch-style positraction has been around for years because of its great reliability and rebuildability. Because of its popularity Yukon has released its version – the Yukon Dura Grip. It's available for all popular GM and Ford applications, and more applications are arriving all the time. Dura Grip units are assembled with heavy-duty 4320 Chromoly spider gears and composite clutches for reduced chatter, and they are fully rebuildable. Yukon chose the 4-spring design because of its race-proven background and years of use by GM.

POSITRACTION COMPARISON CHART

LIMITED SLIP DIFFERENTIALS

	Smooth Street Operation	Street	Towing	Offroad	Racing	Aggressiveness	Rebuildable	Strength/Durability	Longevity	Value	Warranty
 Dura Grip	●●●●●	●●●●●	●●●●●	●●●●○	●●●●○	●●●●○	●●●●●	●●●●●	●●●●○	●●●●●	●●●●●
 Tru Trac	●●●●●	●●●●●	●●●●●	●●●●○	●●●●○	●●●●○	○●○●○	●●●●●	●●●●●	●●●●○	●●●●○
 Auburn	●●●●○	●●●●●	●●●●●	●●●●○	●●●●○	●●●●○	○●○●○	●●●●○	●●●●○	●●●●○	●●●●○
 Eaton	●●●●●	●●●●●	●●●●●	●●●●○	●●●●○	●●●●○	●●●●●	●●●●●	●●●●○	●●●●○	●●●●○

YUKON DURA-GRIP® Selling Points

- Aggressive 4 spring, composite clutch style positraction.
- Provides smooth operation with strong lock-up ability to transfer torque to the tire with the most traction.
- Internal gears are manufactured using forged 4320 steel to increase strength and resilience.
- Rebuildable which enables the user to modify or repair normal wear without having to incur the cost of a brand new unit.
- Customizable by application.
- Tested and assembled in the USA!