

# Positive Traction Differentials

## BORG WARNER LIMITED SLIP DIFFERENTIAL

Chevrolet, GMC, C/K/G/10 Models;  
Front & Rear Axles

### DESCRIPTION

The Borg Warner limited slip differential has 1 pinion shaft and 2 pinion gears. The side gears are clutch cone type, mounted in a split case assembly. The assembly also houses a spring block containing 5 springs.

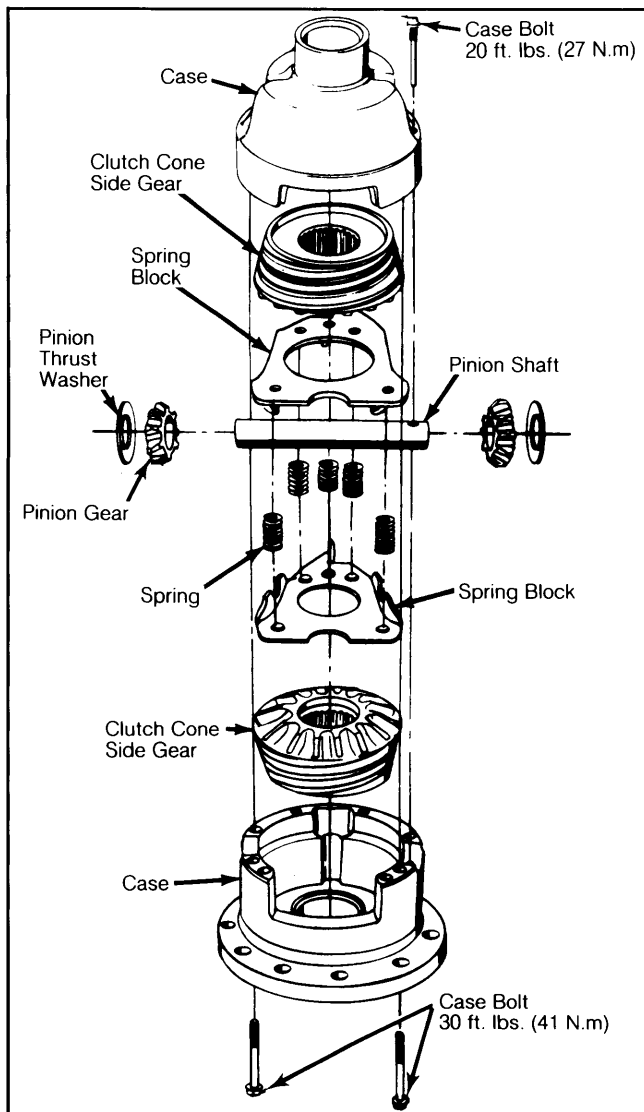
### AXLE RATIO & IDENTIFICATION

See *General Motors 8½", 8⅞", & 9¼" Ring Gear article and Drive Axle Ratio Identification in this section.*

### LUBRICATION

Check lubricant level every 7500 miles or 6 months. Drain and refill every 15,000 miles. Use Positraction lubricant.

**Fig. 1: Exploded View of Brog Warner Limited Slip Differential**



### TESTING ON VEHICLE

1) Raise rear wheels off ground. Shut engine off. Place shift lever for automatic transmission in "P" (manual transmission in low and transfer case in "N", if equipped). Grip tread of tire, and attempt to rotate wheel.

2) If rotation is extremely difficult or impossible, differential is performing correctly. If either wheel turns relatively easily or continuously, differential is not performing correctly and should be replaced.

### REMOVAL & INSTALLATION

The same procedure is used to remove and install Borg Warner differential as standard differential. See *Chevrolet and GMC 8½", 8⅞", & 9¼" Ring Gear article in this section.*

**CAUTION:** During removal and installation of axle shafts, do not rotate 1 axle shaft unless both are in position. Rotation of 1 axle shaft without the other in place may result in misalignment of 2 spline segments with which axle shaft splines engage. Difficult realignment procedures would then be necessary when axle shaft is reinstalled.

### OVERHAUL

Borg Warner differential is serviced as an assembly only. Under no circumstances should differential be disassembled, reassembled, and installed in vehicle.