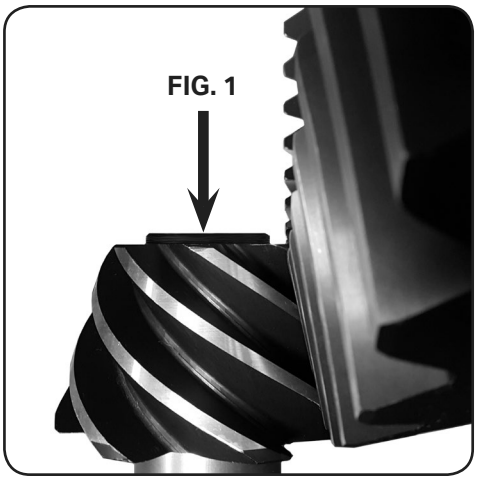
POWERTRAX®

GRIP™ PRO

MODIFICATIONS

In some instances pinion gears (factory or aftermarket) extend excessively inward towards the differential's center. This can result in contact with the GRIP unit by either the protruding portion of the pinion's end (FIG. 1) or the actual outside edge of the pinion's gear teeth (FIG. 2). If this happens to be the situation, then it is vitally important that the outermost face of the pinion gear be modified to create the necessary clearance for the assembly to function properly.



NOTE: *If measured clearance of less than 0.5mm (0.020") between the GRIP unit and the pinion gear exists, then unwanted contact between the two could occur when the assembly flexes under high torque application.*

Before doing ANY modifications, record the pinion depth. This is typically found on the end of the pinion (FIG. 3). Then, either machine the end of the pinion gear to the desired measurement or grind a small section of the outside edge of the pinion gear's teeth if needed. If any alteration has been made to the overall length of the pinion at this point, add the length removed to the original pinion depth. Mark this number on the pinion as the new pinion depth.

Under no circumstances should modifications of any kind be made to the GRIP unit to create clearance as this will weaken the GRIP unit and void any warranty.

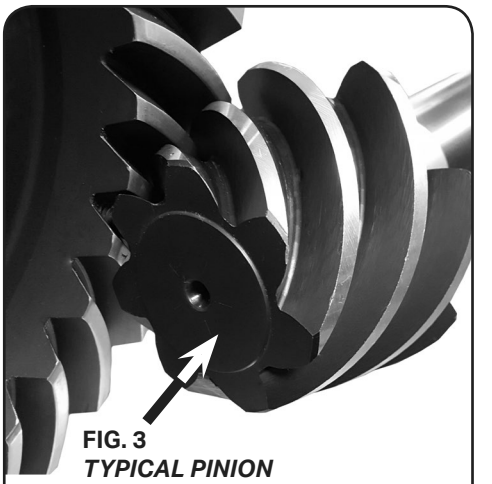


FIG. 3
TYPICAL PINION DEPTH # LOCATION