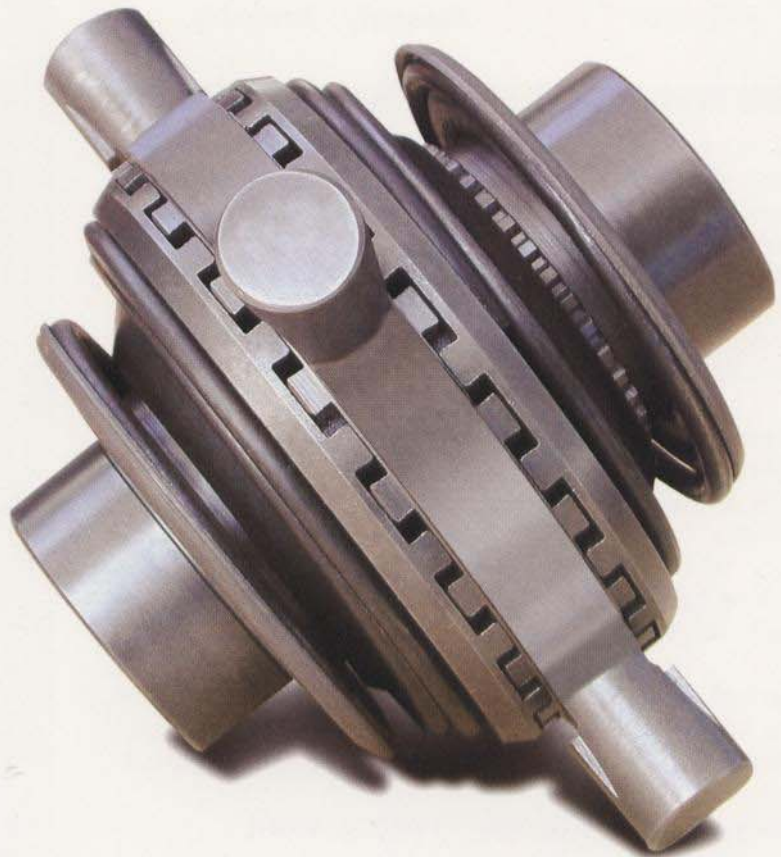


NoSPIN

Traction You Trust!

Fully
Automatic
Positive
Locking
Differential



 **Tractech Inc.**



TRACTION YOU TRUST!



NoSPIN is a fully automatic, positive locking, traction differential. It is known around the world for its premium performance and dependable operation. This differential is the culmination of nearly 50 years of engineering for both original equipment and replacement applications. NoSPIN is a proven performer for light, medium and heavy duty trucks, off-highway, agricultural, forestry, military and specialty equipment vehicles.

NoSPIN maximizes traction by delivering 100% of the torque and power to both drive wheels. It is engineered to keep both wheels in a constant drive mode, yet has the ability to automatically "unlock" during vehicle turning to permit necessary wheel speed differentiation. The NoSPIN is "trouble free" and does not require special lubricants or service adjustments.

Conventional differentials allow vehicles to get stuck when they lose traction on one side. NoSPIN continues to drive your vehicle even if one of the wheels is suspended in the air.

Eliminate your traction problems with NoSPIN!



Easy To Install

An important feature of the NoSPIN differential is its ease of installation. No special equipment or tools are required. Simply remove the standard differential assembly and install the NoSPIN unit.

NoSPIN replaces the items, beneath the dotted line, from your standard open differential.



NoSPIN Function



Right driven clutch assembly remains locked to spider assembly and travels at ring gear speed.

Left driven clutch assembly, elevated by the center cam ramps, disengages from spider assembly to permit overrunning at faster speed.

How ***NoSPIN*** Works

The NoSPIN is a speed sensitive automatic locking differential. It powers both drive wheels, yet automatically permits differential action to compensate for wheel speed differences that occur when making a turn or driving over obstacles.

The NoSPIN assembly has left and right clutches with locking teeth that engage with similar teeth on the spider. The assembly is installed in the differential support case by means of four trunnions. Both clutches engage with special side gears, on slip-fitting splines. Cam ramps located inside the spider assembly allow either clutch to overrun the spider and, when wheel speed differences are required, momentarily disengage itself from the driveline. A return spring re-engages the clutch with the spider when the vehicle returns to straight driving.

When the vehicle is operated in forward or reverse, the drive members remain locked to the spider. The drive axle operates as if the axle shafts are locked together. Both wheels turn at the same speed, even if one wheel lifts off the ground.

When the vehicle makes a turn or when a wheel passes over an obstruction, that wheel automatically rotates faster than the other for wheel speed differentiation. The faster turning wheel overruns, momentarily, until both wheel speeds are synchronized. When wheel speeds match, the NoSPIN automatically re-engages to fully locked operation.





- **Fully Automatic Locking Action**
- **Uses Original Differential Case**
- **No Individual Wheel Spin-out**
- **Legendary Durability**
- **Maintenance Free**
- **Easy Installation**
- **Wide Availability**
- **Proven Design**

Maximize Traction!

NoSPIN

Applications

Construction

Military

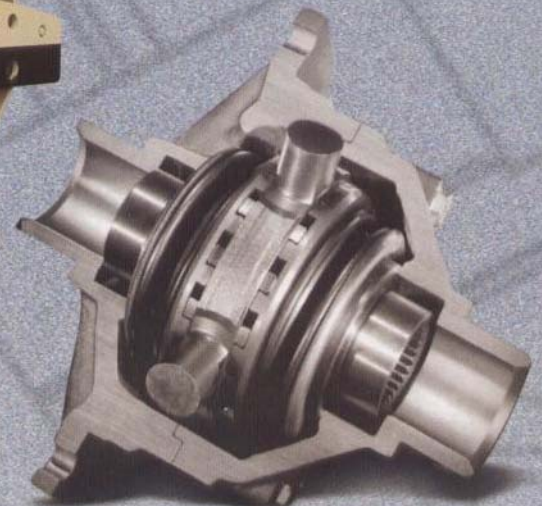
Agriculture

Forestry

Mining

Emergency

Utilities



**LOCKED DRIVE SYSTEMS
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