

How The Govn-r-lok Works

During normal driving conditions, the differential operates as conventional "open" differential. But as soon as wheel slip occurs in either forward or reverse, the locking mechanism engages.

A flyweight governor in the differential responds to differences in speeds. During normal driving, the governor does not influence differential action. But whenever one wheel's speed substantially exceeds the other's, which only occurs during wheel slip, the governor spins rapidly causing the flyweight to open. The flyweight when catches a latching bracket and begins lockup.



During lockup, a self energizing clutch system causes a cam plate to ramp against a side gear. This ramping compresses the disc packs that are inserted between the side gears and the case. The ramping increases until both axles turn at the same speed (full lock) which prevents further wheel slip. The entire locking procedure takes a fraction of a second and is unnoticed by the average driver. Unlocking occurs when both wheel regain traction.

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