INSTALLATION INSTRUCTIONS

JACK UP WHEEL
REMOVE PARTS 1 THRU 8

1. Dust cap.
2. Snap ring (if any — or axle shaft and washer
3. Cap Screws.
4. Lock washers.
5. Flange.
6. Gasket (if any).
7. Bearing lock nut, outer.
8. Bearing lock washer, outer.

DO NOT REMOVE —

Part 9 (bearing adjusting nut, inner).

Part 10 (bearing lock washer, inner).

Part 11 (wheel bearing)

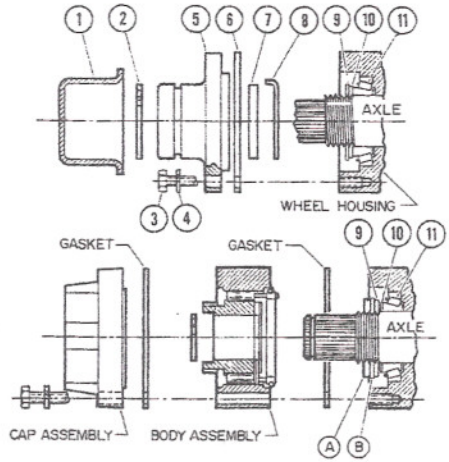
These three parts may vary by vehicle model, but are always basically the same. They are the ONLY factory parts that remain on the axle before installing Automatic Hubs.

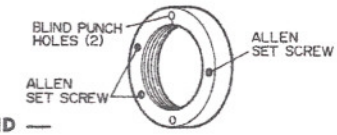
INSTALL Automatic Hub parts in the following order—

FIRST —

Install Part "A", which is a special lock washer furnished with the hubs. It MUST replace Part 8.







SECOND —

Install Part "B", the DRAG SHOE NUT

Use punch to turn nut up tight. Tighten all three set screws firmly. **At least** one will enter the lock washer to prevent the nut from backing off. Check depth of set screws to be certain one or two are 3/32" (2.4mm) deeper than the third.

THIRD —

Separate steel body assembly from aluminum clutch assembly. **Align body assembly squarely** on Drag Shoe nut by inserting two cap screws opposite each other through body assembly, and tightening four or five threads, then **push** the center of the body assembly into position.

Remove bolts and replace axle fastening (if any used).

FOURTH —

Hold aluminum clutch assembly in position on body assembly and insert bolts and recessed washers as follows:

Insert washer on bolt with **recessed side up** next to head. Using drive socket, tighten bolts with a torque wrench to a torque of 30-35 Lb.-Ft. (4.1-4.8 Kg.M). for 3/8" bolts. For 5/16" bolts, torque to 15-20 Lb.-Ft. (2.1-2.8 Kg.M). The tab on the washers should be bent up.

Turn vehicle wheel, it must rotate without restriction. If Hub engages or dragging occurs, re-check installation.

Servicing Instructions:

Hubs should be serviced at the same interval as the wheel bearings. They should be cleaned and internal working surfaces lightly coated with grease. **The hubs should not be packed with grease.**

OPERATING INSTRUCTIONS

WARN LOCK-O-MATIC HUB

SET HUB CONTROL DIALS AT "FREE" FOR ALL NORMAL DRIVING!

With both hubs in "Free" position, they automatically engage the front wheels in all 4-wheel drive high and low range gears, both forward and reverse. They do NOT engage the front wheels and axles in 2-wheel drive range — the front end stands still, the wheels coast. With both hubs in "Free" position, the vehicle can be used for all driving except when 4-wheel compression braking is wanted.

IN LOCK POSITION, vehicle always operates in 4-wheel drive, same as before installing the hubs. "LOCK" is needed only for compression braking, as down steep hills or on ice, or for extended 4-wheel driving.

DO NOT MOVE THE VEHICLE with the control arrow between LOCK and FREE position.

USE FINGERS ONLY TO TURN CONTROLS

If controls do not turn freely with your fingers, move the vehicle either way a few inches in **2-wheel drive standard gear range** to relieve pressure against the gears. If hubs do not now turn freely, look for external damage.