



HARDCORE LOCKING HUBS®: LOCKING HUBS

OVERVIEW OF A HARDCORE HUB

A locking hub simply disconnects the axle from the wheel hub, allowing the axle to be at rest. In vehicles that do not have manual locking hubs, even when they are in two wheel drive the front axle is still turning during normal driving. The benefit of a manual locking hub is reduced wear and maintenance on front axle components due to it no longer rotating during normal driving operation. Greater fuel economy is also seen due to reduced drag when the hubs are unlocked. Hardcore Locking Hubs feature all steel construction, a low profile bezel and selector to reduce impact with objects when traveling off-road, and a default-to-lock design in case of a failure.

PRODUCT ADD-ON OPPORTUNITIES

When Hardcore Locking Hubs are sold, it is beneficial to sell front wheel bearings, spindle bearings, and seals.

This is a great opportunity to replace the bearings and seals to insure optimal performance for your locking hubs.



SPINDLE BEARINGS, FRONT WHEEL BEARINGS, & SEALS



ANATOMY OF A LOCKING HUB

COUPLER & DRIVER:

Provides 100% traction to both tires while disengaging to negotiate turns.

LOCKOUT SPRING:

Preloads the locking hub assembly.

SELECTOR:

Rotates to lock/unlock the hubs.

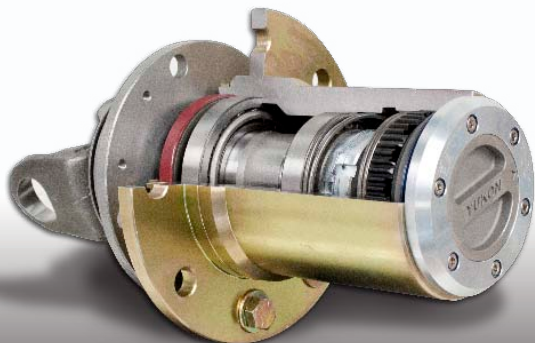
BEZEL:

Retains the assembly to the wheel hub.



CAM SPACER:

The carrier bearing presses onto this surface.



HARDCORE HUB: LOCKING HUB

YUKON GEAR & AXLE



Hardcore Locking Hubs®

These heavy-duty lockouts feature all steel construction, including Chromoly internals, for the ultimate in durability & strength. The Hardcore Locking Hubs will not disengage under high torque applications and defaults to the locked position under use. Engagement comes from just a 1/3 turn of the all-steel, low-profile bezel. The Hardcore Locking Hub is not only great looking, but features a low-profile design to minimize impact with obstacles, and a proprietary coating on the locking gears for decreased friction & long life. Hardcore Locking Hubs are an easy, bolt-on installation for all spline Dana 60 & Dana 50 outers from 1977-2004. All Hardcore Locking Hubs feature lifetime warranty against defect.

OVERVIEW OF HARDCORE HUBS INSTALLATION:

*** COMPLETE INSTALLATION MANUAL INCLUDED WITH EVERY KIT**

1.) Remove existing lock-out or flange assembly if applicable. With the existing lock-out assembly removed, your stub axle and locking spindle nuts should be visible inside the hub.

2.) Thoroughly clean and debur the inner portions of the hub.

3.) Lubricate the hub spline and axle shaft with high pressure grease.

4.) Insert the spring retainer into the hub. The flat end of the retainer must face out as shown.

5.) Insert the coil spring into hub. The spring will seat on the spring retainer if being used on a standard spindle, hub assembly.

6.) Coat the spacer with high pressure grease on all surfaces. Assemble spacer over the outer axle and seat it against the spindle or snap ring.

7.) Coat the coupler and driver with high pressure grease on all surfaces.

8.) Mesh the driver and coupler pieces together and install into the hub, over the axle. The hub and or axle may need to be rotated during assembly to properly align the splines.

9.) While fully compressing the assembly install the axle snap ring if applicable. Assure the snap ring fully seats into the groove on the outer shaft.

10.) Coat the Cam Spacer and retainer plate with high pressure grease.

11.) Install the Cam Spacer into the retainer plate by aligning the ears on the cam spacer with the notches in the retainer plate.

12.) Install the hub snap ring into the hub. A small amount of force may be necessary to compress the cam spacer into the hub to allow extra clearance for snap ring installation. Be sure snap ring is fully seated into the snap ring groove of the hub.

13.) Test for proper operation of the cam spacer by compressing the spacer into the hub several times. The cam spacer must freely slide in and out of the hub assembly and return fully seated against the retainer plate.

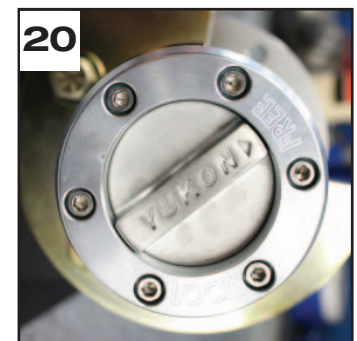
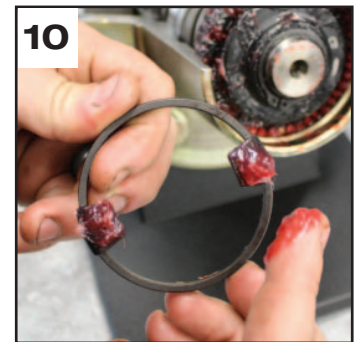
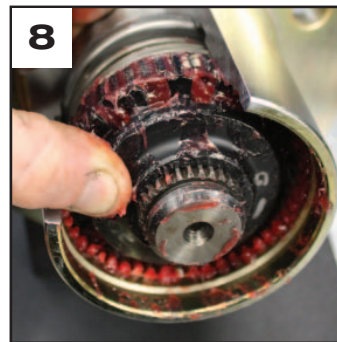
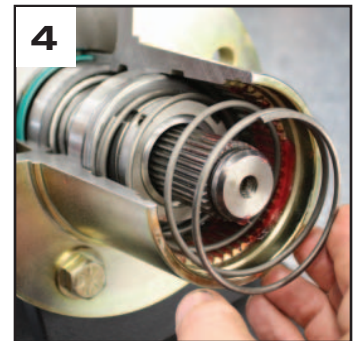
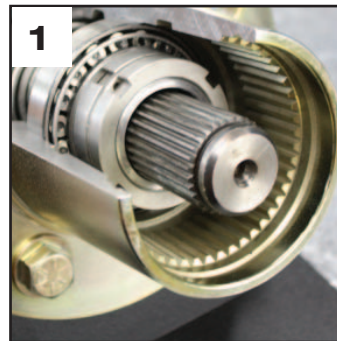
14.) Apply o-ring lube to the o-rings and assemble onto the selector.

15.) Assemble the selector and bezel together and align them to "LOCK".

16.) With the arrow still aligned with the "LOCK" label on the Bezel, install the Bezel, Selector assembly into the hub.

17.) Install the Nylon washers over the 10-24 bolts and apply 1 drop of Loctite 242 or equivalent onto the threads of the lockout bolts.

18.) Install bolts and tighten to 22 in-lbs. Do not over torque the bolts.



TO CHECK FOR PROPER OPERATION:

19.) To check for proper engagement, dial both hubs to the "LOCK" position and raise the front two wheels in the air. If the drive line spins when you turn the tire then the hubs are engaging properly.

20.) To check for proper disengagement, turn dials to "FREE" position and spin the lifted wheels. Check behind wheel to ensure that the stub axle is not rotating with the wheel. If the stub axle is rotating, the hub is not disengaging properly. * COMPLETE INSTALLATION MANUAL INCLUDED WITH EVERY KIT