

**Chevrolet
Chrysler Corp.
Ford
GMC**

AUTOMATIC TYPE

DESCRIPTION

The automatic locking hub automatically engages to lock (and disengages to unlock) the front axle shaft to the front hub. Shifting the transfer case into 4-wheel drive immediately engages the automatic locking hubs. The hubs remain engaged, even during coasting or down-hill operation. The automatic locking hubs disengage when transfer case is shifted into 2-wheel drive and vehicle is slowly moved rearward several feet.

REMOVAL & INSTALLATION

Removal (Chevrolet, GMC & Chrysler Corp.) – 1) Remove 5 cap screws, cover and bearing race spring assembly. Remove sealing ring, seal bridge retainer, and bearing components.

2) Squeeze the tangs of the wire retaining ring together with needle nose pliers and pull the remaining components of the automatic hub from the wheel. See Fig. 1.

Removal (Ford) – 1) Remove cap screws and hub cap assembly from wheel hub. Remove cap screw from end of axle shaft.

2) With a knife blade or with a small sharp awl with the tip bent into a hook, remove lock ring seated in the groove of the wheel hub.

3) Remove body assembly from wheel hub. If body assembly does not slide out easily, use an appropriate puller.

4) Unscrew all 4 set screws in spindle lock nut, until heads are flush with edge of lock nut. Remove outer spindle lock nut.

Installation (Chevrolet & Chrysler) – 1) Make sure that the drag sleeve retainer washer is in position between the wheel bearing adjusting nut and the lock nut. Torque wheel bearing adjusting nut to specifications. Make sure that the spacer and retaining ring are in position on the axle shaft.

2) Install the automatic locking hub into the wheel hub, and align the drag sleeve slots with the tabs on the drag sleeve retainer washer. Align the outer clutch housing splines with the splines of the wheel hub.

3) Loosen the cover screws 3 or 4 turns and push in on the cover to allow the retaining ring to expand into the rotor hub groove.

4) Tighten cover screws to 40-50 INCH lbs.

Installation (Ford) – 1) Install slotted lock washer to make sure pin on inner bearing adjusting nut enters one of the slots. Tighten outer spindle lock nut to 15-20 ft. lbs. Tighten down all 4 set screws. Two of the set screws should thread in until they bottom on inner bearing adjusting nut. Firmly push in body assembly until friction shoes are on top of spindle outer lock nut. Install lock ring in groove in wheel hub.

2) Install cap screw into axle shaft. Tighten to 35-50 ft. lbs. Place cap on spindle, and install cap screws. Tighten to 35-50 INCH lbs. Turn dial firmly from stop to stop, causing dialing mechanism to engage body spline. If properly installed, spinning the wheel will cause axle shaft to rotate with the hub when in the "LOCK" position.

NOTE – Locking hubs should be replaced as a complete unit.

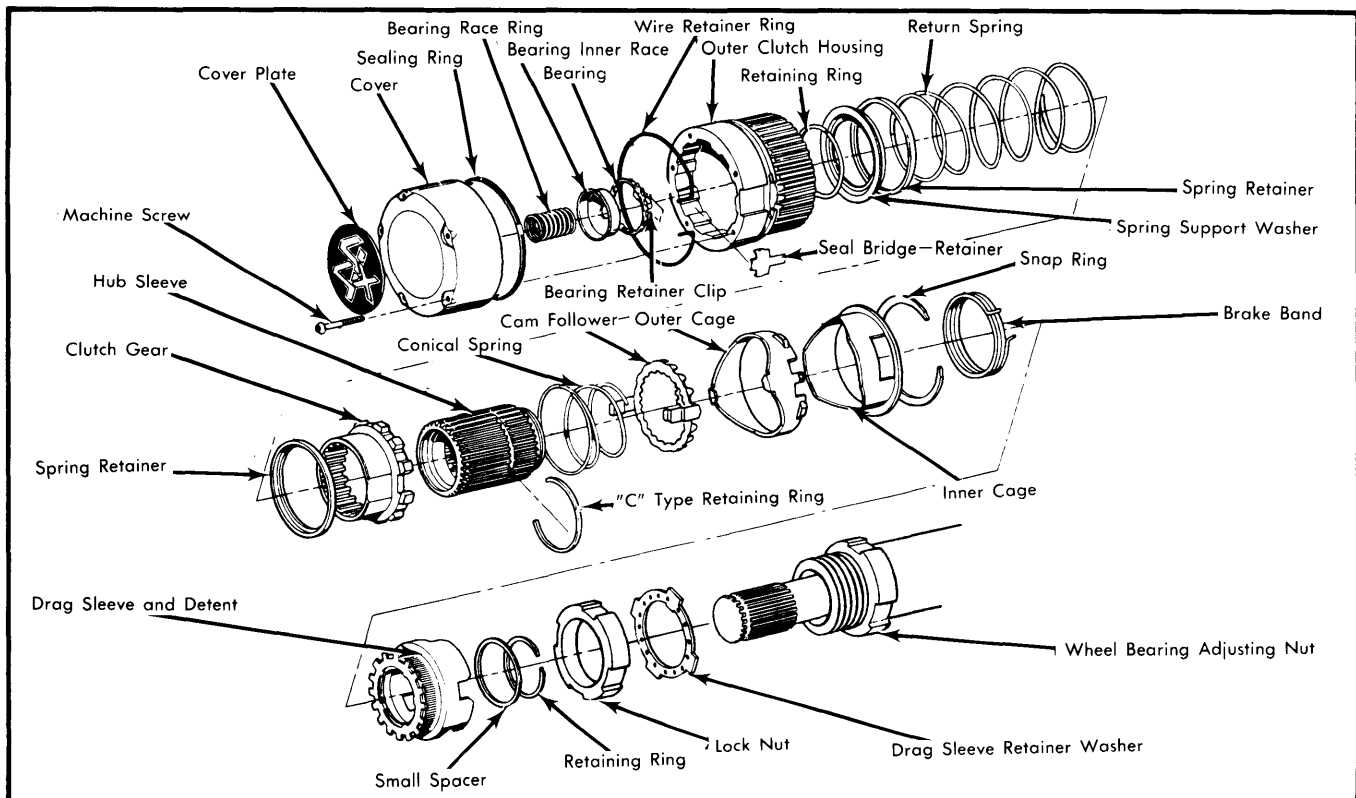


Fig. 1 Automatic Locking Hubs (Chevrolet, GMC & Chrysler Corp.)

Locking Hubs

AUTOMATIC TYPE (Cont.)

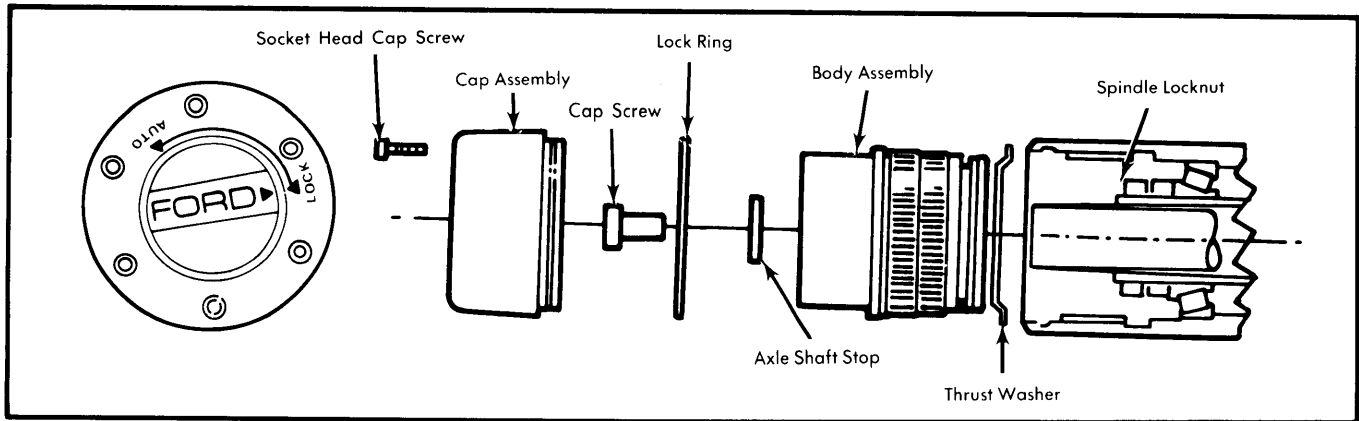


Fig. 2 Automatic Locking Hub (Ford)