

Locking Hubs

AUTOMATIC TYPE

Chevrolet, Chrysler Corp., Ford, GMC

DESCRIPTION

The automatic locking hub automatically engages to lock, and disengages to unlock the front axle shaft to (or from) 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 downhill operation. The automatic locking hubs disengage, when the transfer case is shifted into 2-wheel drive, and when vehicle is slowly moved rearward several feet.

REMOVAL & INSTALLATION

REMOVAL

All Models

1) Remove 5 cap screws, and remove cover. Remove bearing race spring assembly. Remove sealing ring and seal bridge retainer. Remove bearing components.

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

INSTALLATION

All Models

1) Make sure that drag sleeve retainer washer is in position, between wheel bearing adjusting nut and lock nut. Torque wheel bearing adjusting nut to specifications.

2) Make sure that spacer and retaining ring are in position on axle shaft. Install automatic locking hub into wheel hub. Align drag sleeve slots with tabs on drag sleeve retainer washer.

3) Align outer clutch housing splines with splines of wheel hub. Loosen cover screws 3 or 4 turns, and push in on cover to allow retaining ring to expand into rotor hub groove.

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

Fig. 1: Exploded View of Automatic Locking Hubs

