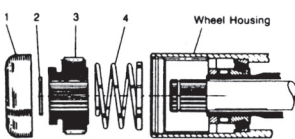
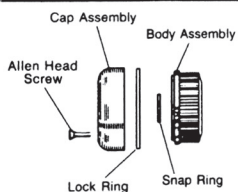
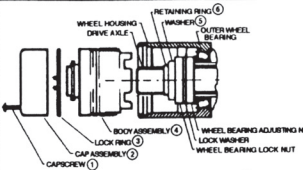
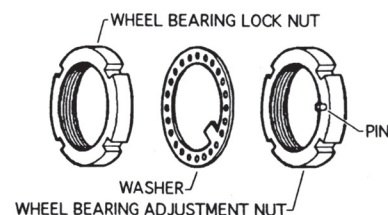


## BEFORE INSTALLING 4 X 4 LOCKING HUBS REMOVE AND DISCARD THE FOLLOWING:

4 x 4 WITHOUT HUBS	4 x 4 WITH MANUAL HUBS	4 x 4 WITH AUTOMATIC HUBS
 <ol style="list-style-type: none"> <li>1. DUST CAP</li> <li>2. RETAINING RING</li> <li>3. DRIVE FLANGE</li> <li>4. SPRING AND OIL SLINGER</li> </ol>	 <ol style="list-style-type: none"> <li>1. CAPSCREWS</li> <li>2. CAP ASSEMBLY</li> <li>3. LOCK RING</li> <li>4. RETAINING RING</li> <li>5. BODY ASSEMBLY</li> </ol>	 <ol style="list-style-type: none"> <li>1. CAPSCREWS</li> <li>2. CAP ASSEMBLY</li> <li>3. LOCK RING</li> <li>4. BODY ASSEMBLY</li> <li>5. WASHER</li> <li>6. RETAINING RING</li> </ol>

**Notice:** Hub leaves manufacturer with proper amount of grease. Verify lock nut tightened to manufacturer's specified recommended torque. Loose wheel bearing adjustment will result in damage to hubs.

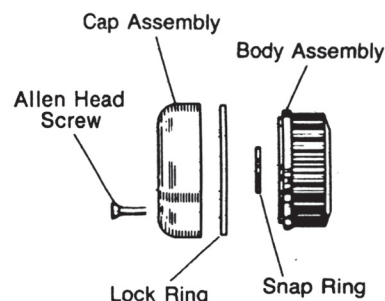


**CAUTION:** The clearance between the hub and wheel bearing lock nut should be checked. To accomplish this, install the body assembly and large lock ring in the wheel housing. (Step 2 in the installation instructions). Run two of the socket head screws into the body assembly 180 degrees apart. Hold onto these screws and attempt to move the body assembly in and out of the wheel housing. If some looseness or "Float" is evident the installation will be correct. IF NO LOOSENESS IS EVIDENT DO NOT PROCEED WITH THE INSTALLATION UNTIL THE CONDITION IS CORRECTED. To correct the condition, remove the lock ring and the body assembly. Remove the wheel bearing lock nut. The pin in the adjusting nut must be seated into a hole in the washer when installed. If the washer is not aligned correctly the lock nut will be approximately .120 inch too far outboard and will interfere with the hub. Tighten the lock nut to manufacturer's recommended torque. Reinstall the hub body assembly and recheck for clearance. If correct, proceed with installation. If not correct, recheck and correct wheel bearing nuts and washer installation.

### INSTALLATION: (either hub fits either wheel)

1. Separate body assembly from cap assembly.
2. Install body assembly and large lock ring in wheel housing.

**NOTE:** Snap Ring not included. Uses 1 1/4".



3. Some early model vehicles with Mono Beam Axles may not accept the axle retaining ring. It is acceptable to omit the retaining ring on these vehicles. **All vehicles with independent front suspension MUST have the axle retaining ring installed. NOTE: If necessary, a pry bar can be inserted into knuckle (universal joints) to hold the axle shaft outboard while installing the axle retaining ring.**

4. Place cap assembly on body assembly and secure with six socket head cap screws. Torque to 27-31 in. -lb. (31-35 kg. cm.).

The hubs are not required to seat against the wheel housing when installed, they may move in and out quite easily. This "looseness" is normal and will not affect the sealing or function of the hubs.

**SERVICE INSTRUCTIONS:** Hubs should be serviced at the same interval as the wheel bearings. They should be cleaned and all internal working surfaces lightly coated with grease. **THE HUBS SHOULD NOT BE PACKED WITH GREASE! TOO MUCH GREASE WILL DAMAGE HUBS.**



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