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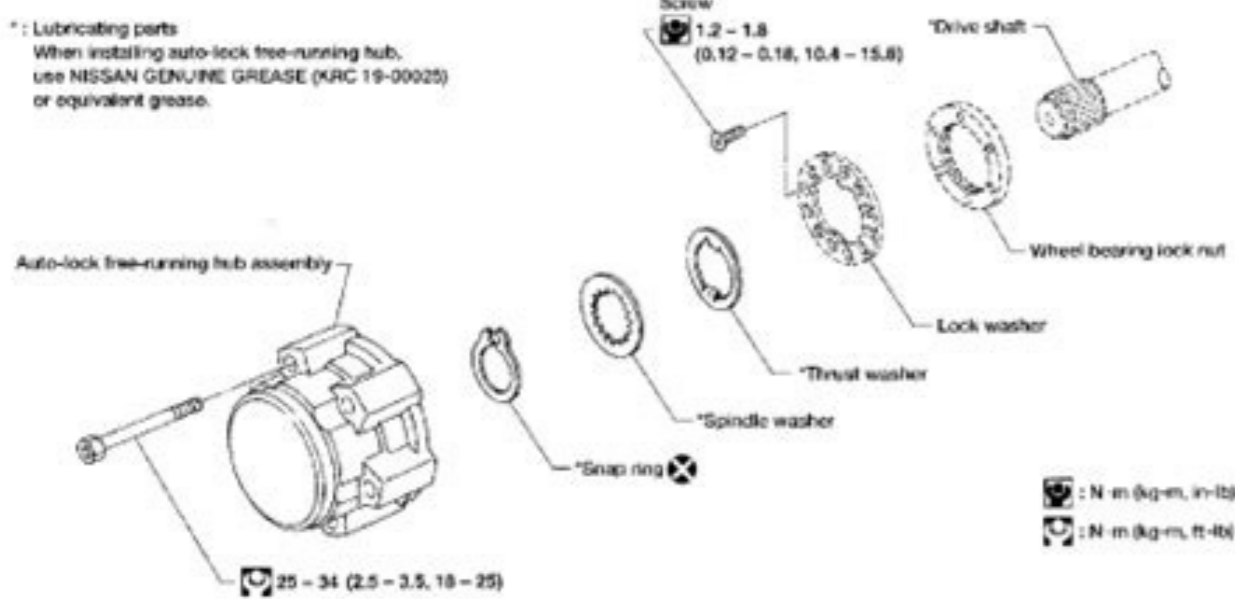
Ford manual locking hubs diagram

Why does ford have manual locking hubs. What are ford manual locking hubs.



How do manual locking hubs work. How do ford manual locking hubs work. What do manual locking hubs do.

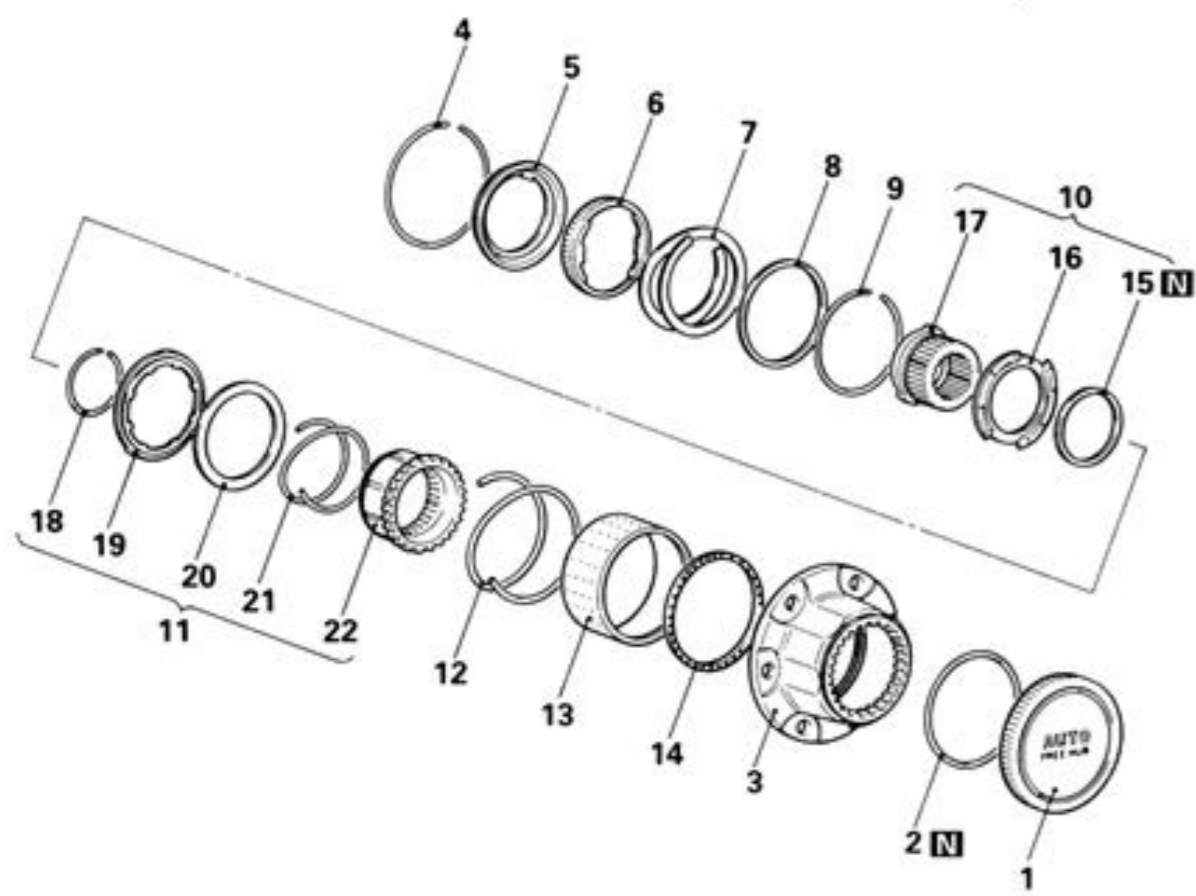
Postmaster Thread Starter Join Date: Feb 2004 Location: IL Posts: 2,595 Likes: 0 Received 0 Likes on 0 Posts Warn manual lock hub diagram. Anyone know where I can get an installation diagram of the Warn manual locker hub's pieces parts? I don't have any paperwork from previous owner. Thanks in advance. Postmaster Thread Starter Join Date: Feb 2004 Location: IL Posts: 2,595 Likes: 0 Received 0 Likes on 0 Posts Ahh come on! Someone out there has to have one they can scan and pm me eh!?! Postmaster Thread Starter Join Date: Feb 2004 Location: IL Posts: 2,595 Likes: 0 Received 0 Likes on 0 Posts Thanks for the reply but I'm looking for the manual locker hub assembly diagram not the wheel bearing hub. Fleet Mechanic Join Date: Nov 2003 Location: West Cornwall, CT Posts: 1,365 Likes: 0 Received 6 Likes on 6 Posts Try Warn's web site at warn.com. They have a technical support section and a spare parts section with some diagrams. Lou Braun Postmaster Thread Starter Join Date: Feb 2004 Location: IL Posts: 2,595 Likes: 0 Received 0 Likes on 0 Posts Dagnabit, where'd ya find that? I was all over the warn site way before even starting the threads and dern if I seen either. Much appreciated partner! Site Administrator Join Date: Jul 2002 Location: Long Island USA Posts: 42,559 Received 238 Likes on 123 Posts It was somewhere in the "Customer Service" section I think. 1999 4x4, assembly, diagram, exploded, f250, f350, ford, hub, installation, lock, manual, position, view, warn Freshman User Thread Starter Join Date: Mar 2009 Posts: 48 Likes: 0 Received 0 Likes on 0 Posts manual locking hub diagrams... just got 96 f250 4x4 5.8 with the dana ifs axles. i believe the front axle is 460grw. today i replaced all 3 u-joints up front as well as all 4 ball joints. when i took the hubs apart, the right side was put together differently than the left side. im not sure which way is correct? im not even sure if whoever had it apart last put it together right with all of the parts. ive had a bunch of different hubs apart, but i don't have this one memorized yet. the right side came apart in this order.... chrome piece with 6 allen heads screws black piece that spins with the **** large retaining ring in groove of rotor large retaining ring in groove of axle lock ring in bearing retainer bearing retainer bearing the left side came apart in this order.... chrome piece with 6 allen heads screws black piece that spins with the **** large retaining ring in groove of rotor large splined aluminum piece small retaining ring in groove of axle lock ring in bearing retainer bearing retainer bearing the difference is the location of the small retaining ring or snap ring. also, in the automatic hubs i took apart earlier in the week there were two washers and a splined washer as well as a snap ring in between the bearing retainer and the splined aluminum piece. is this just on automatic hubs or on manuals as well...they are not present on mine. any help is appreciated. im just trying to find out the correct way that they should be put together. thanks a lot tim Join Date: Jun 2003 Location: southwest michigan Posts: 2,314 Likes: 0 Received 0 Likes on 0 Posts See if this helps. 150, 1979, 1996f150automaticlockinghubdiagram, 97, axles, dana, diagram, f250, f350, ford, hub, ifs, locking, lockout, manual Contact Us - About Us - Manage Preferences - Archive - Advertising - Cookie Policy - Privacy Statement - Terms of Service - Do Not Sell or Share My Personal Information - When you click on links to various merchants on this site and make a purchase, this can result in this site earning a commission. Affiliate programs and affiliations include, but are not limited to, the eBay Partner Network. © 2023 MH Sub I, LLC dba Internet Brands Good morning, I attached the procedure and the pictures for you of the locking hub.



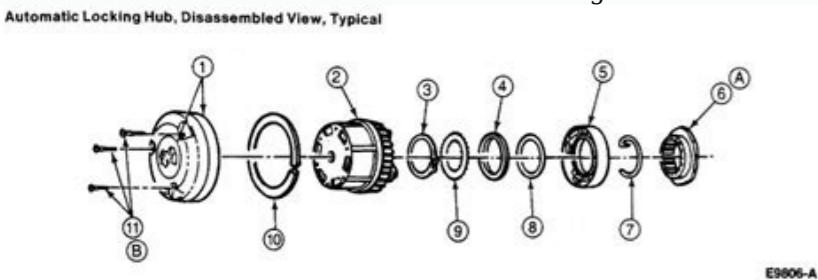
What repair are you doing? Roy Removal 1. Raise and support the vehicle. 2. Remove the wheel and tire assembly. 3. Remove the front brake rotor. imageOpen In New TabZoom/Print 4.

Disassembly steps

1. Cover
2. O-ring
3. Housing
4. Housing C ring
5. Brake (B)
6. Brake (A)
7. Brake spring
8. Housing snap ring
9. Retainer (B) C ring
10. Drive gear assembly
11. Slide gear assembly
12. Return spring
13. Retainer (B)
14. Retainer bearing
15. Drive gear snap ring
16. Retainer (A)
17. Drive gear
18. Slide gear C ring
19. Cam
20. Spring holder
21. Shift spring
22. Slide gear



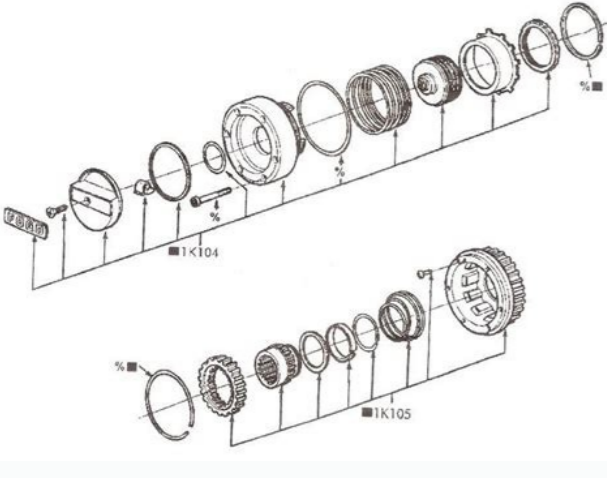
Remove the hub lock. 1 Remove the retainer ring.



Item	Part Number	Description
1	1K104	Cap
2	1K105	Hub Body
3	3B457	Snap Ring
4	—	Plastic Thrust Washer (Part of 3B458)
5	—	Cam Assembly (Part of 1K105)
6	—	Wheel Retainer (Bolt) (Part of 1K105)
7	3B449	Wheel Retainer Key
8	—	Steel Thrust Washer (Part of 3B458)
9	—	Splined Thrust Washer (Part of 3B458)
10	—	Lock Ring (Part of 1K105)
11	1K104	Clutch Disc (D)
A	—	White Rinsing Front Disc Brake Hub and Rotor
A	—	Tighten Wheel Retainer (Bolt) to 90 Degree (90°) to Seat
A	—	Remove Locking Block Nut Off 90 Degree (1/4 Turn) Tighten to 38 Nm (28 LB-FT)
B	—	Tighten to 4.0 Nm (35-53 LB-FT)

2 Pull outward and remove the hub lock.

imageOpen In New TabZoom/Print 5. Remove the axle shaft thrust washers. 1 Remove the snap ring. 2 Remove the three thrust washers. imageOpen In New TabZoom/Print 6. NOTE: The following step is for vehicles equipped with ABS only. Disconnect the ABS wheel sensor harness. 1 Disconnect the connector. 2 Disconnect the harness routing clips. imageOpen In New TabZoom/Print 7. NOTE: The wheel hub and bearing is a slip fit design and should not require a puller to remove it. Remove the wheel hub and bearing. 1 Remove the four lock nuts. 2 Remove the wheel hub and bearing. Images (Click to enlarge) SPONSORED LINKS YesNo-1 Saturday, July 18th, 2020 AT 5:19 AM Thinkstock Images/Comstock/Getty Images Manual locking hubs are used to engage or disengage the front wheels to the front axle shafts. This reduces wear and tear on the front axle. Hub components are often made of cast aluminum and can break easily. Locking hubs are disconnected when the vehicle is put into two-wheel drive, and reconnected for changing back to four-wheel driving. It is necessary to disassemble the manual locking hubs when they break or wear out and need replacing.



Use a jack to raise the vehicle and bring the wheel up to a more serviceable height. Remove the hub cap, if your truck has one. You may need to use a tire iron or a flat-head screwdriver to pry it off. Locate the silver ring that has two tabs sticking out from its sides. This is the retaining ring. Pinch these tabs toward each other with your fingers to remove the ring. If it is too difficult to remove with your fingers, use a pair of pliers to pinch the tabs. Grasp the lockout portion of the hub firmly with your fingers. Wiggle the lockout portion up and down and back and forth, pulling it away from the hub to remove it. You may need a rubber mallet to help gently knock it loose.