

KRX DIFF LOCK GEAR

Remove the driver side suspension and axle

If you are unsure how to remove the suspension, please send this gear and your machine to a qualified technician

You can tie the arm and shock out of the way or remove it completely



DRAIN THE DIFF OIL BEFORE REMOVING THE COVER

Remove the actuator cover plate and remove the connector.

MAKE SURE THE MACHINE IS IN 2 WHEEL DRIVE BEFORE DISSASSEMBLY

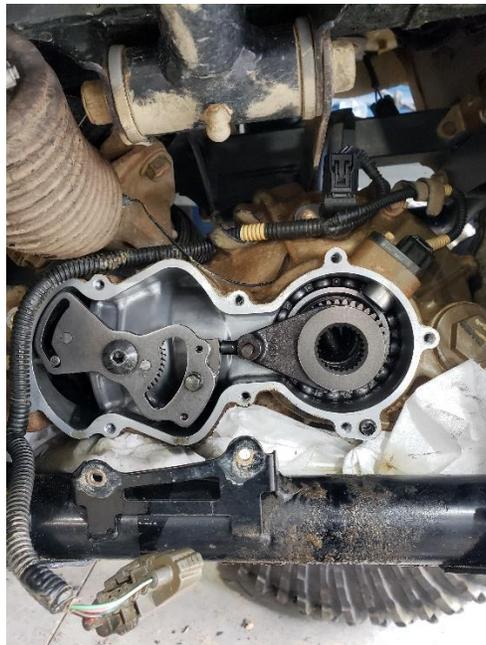
Remove the actuator



Remove the cover plate

It has 2 dowel pins; a screwdriver or pry bar will be necessary to remove

Nothing will fall out upon removal



Remove the shift fork pin to remove the gear and shift fork



The shims provided are for the shift mechanism

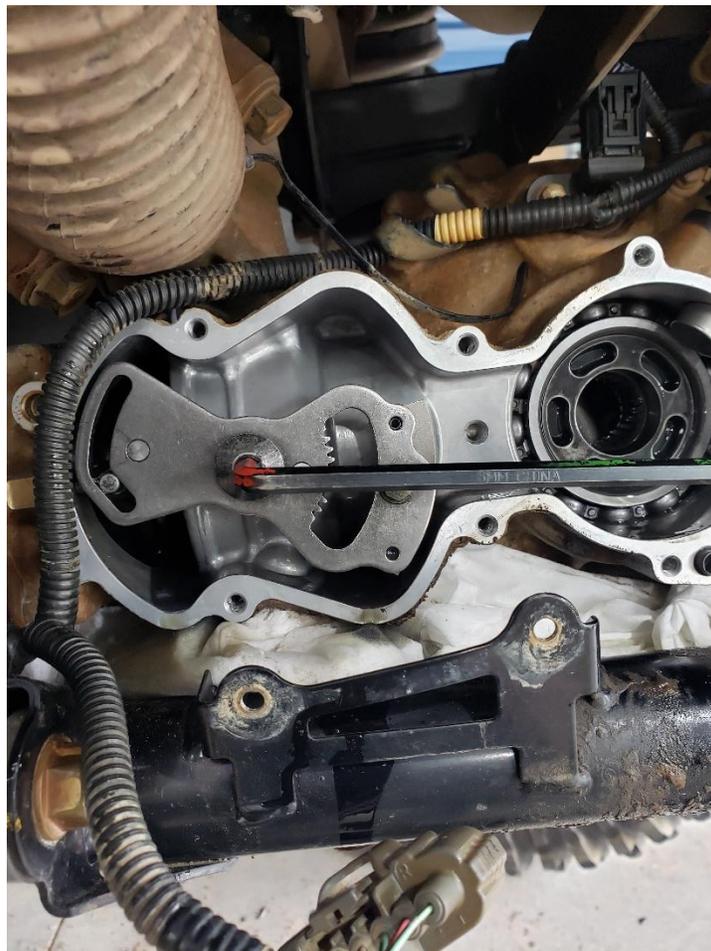
This shim will remove the wobble in the shift plate

Remove the allen head bolt and install a shim on the bolt

.005 .006 and .007 shims are provided

Use ONE shim that eliminates the wobble but allows the shift mechanism to move freely

The .006 shim is what we used in testing.



Install the new gear and new pin into the diff.

Take note what direction the shift fork installs.

Cycle the shift plate to ensure the gear engages with the carrier



Change the axle seal now if desired

Apply silicone to the cover before install



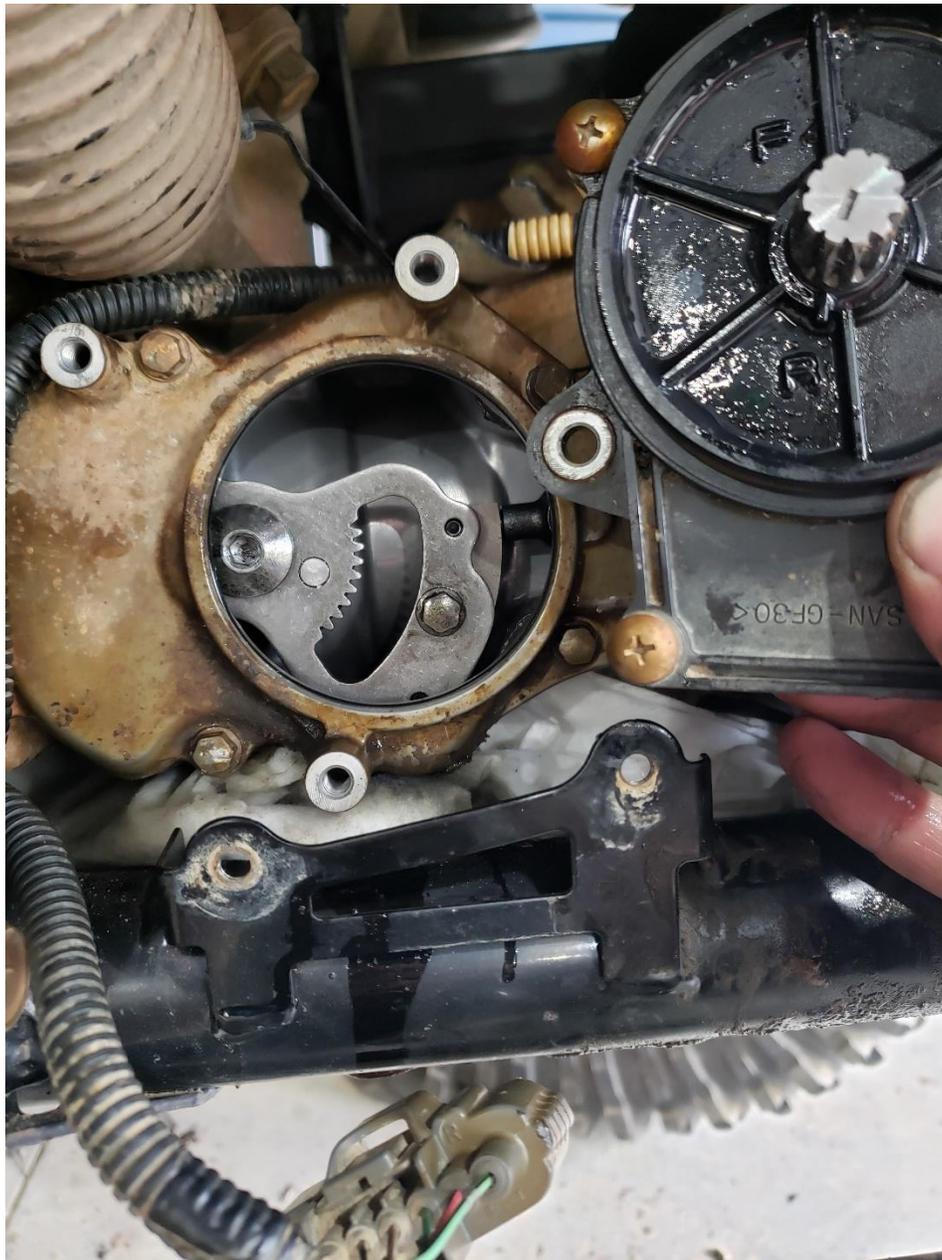
IT IS VERY IMPORTANT YOU CLOCK THE SHIFT MECHANISM AND THE ACTUATOR CORRECTLY

THE MARK ON THE ACTUATOR SHOULD POINT TO THE "R"

THE SHIFT MECHANISM WILL BE ALL THE WAY DOWN.

THIS WILL BE THE 2 WHEEL DRIVE POSITION

INSTALL THE ACTUATOR STRAIGHT IN, DO NOT ROTATE IT INTO THE HOUSING OTHERWISE YOU COULD
BE A TOOTH OFF



Install the axle and before putting everything back together check actuation of
2-wheel drive, 4-wheel drive and diff lock.

Rotating the axle may be necessary to get the gear to line up with the receiving carrier

