



Yukon Gear & Axle

05+ Ford Super-Duty Hardcore Locking Hub Installation Guide

PLEASE READ COMPLETELY BEFORE INSTALLATION



APPLICATION GUIDE:

YHC70011

- 2005 And Up Ford
F250/350/450/550
Super-Duty

SUPPORTING VEHICLE:

Before starting work on the vehicle make sure it is properly supported with suitable lifting equipment and secured to prevent unwanted movement.

SUBMERSION:

If the hubs become submersed in water or mud, they will need to be disassembled, cleaned and re-greased on each occurrence. Improper maintenance will prevent proper hub function.

CAUTION:

LOCK-OUTS SHOULD ALWAYS BE DISENGAGED WITH THE VEHICLE ON LEVEL SURFACE WITH PARKING BRAKE SET TO PREVENT VEHICLE FROM ROLLING.

ALWAYS SHIFT TRANSFER CASE TO 2WD OR NEUTRAL BEFORE DISENGAGING THE LOCK-OUTS.

CHECK STUB AXLE FOR PLAY SIDE TO SIDE, UP AND DOWN. A WORN SPINDLE TO AXLE BEARING CAN RESULT IN IMPROPER LOCK-OUT ENGAGEMENT/DISENGAGEMENT.

SOME RESIDUAL DRIVELINE "WRAP-UP" WILL BE PRESENT AFTER FOUR-WHEEL DRIVE OPERATION. IF THE LOCK OUTS OR TRANSFER CASE ARE DIFFICULT TO MOVE, DRIVING THE VEHICLE A FEW FEET FORWARD OR BACKWARD OR MOVING THE STEERING WHEEL FROM SIDE TO SIDE WILL NORMALLY REMOVE SOME OF THE WRAP-UP AND EASE MOVEMENT.



ASSEMBLY INSTRUCTIONS

1. Remove existing lock-out assembly. See the manufacturer's instructions for proper removal.

Note: See page 13 for the component list, descriptions, and exploded view of the Yukon 2005+ Super-Duty Locking Hubs.

2. With the existing lock-out assembly removed, your stub axle and snap-ring will be visible. This application uses a unit bearing, which does not require adjustment. If you suspect that your vehicle is having wheel bearing issues, see the manufacturer's instructions for unit bearing replacement.



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3. Before installing lock-outs, inspect the splines inside the hub to verify there are no burrs, rust or any other debris. Thoroughly clean and deburr the inner portions of the hub.

Note: Spline damage will result in improper lockout function. Replace outer wheel hub as needed.

4. Lubricate the hub spline and axle shaft with high pressure grease.



Note: All components must be lubricated with grease when instructed to do so. Photos may not show grease on all components.

5. Lubricate selector O-ring, and the stepped seating surface of the selector. Ensure the O-ring is installed completely into its groove.



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6. Install the selector into the bezel as shown, ensuring that it is fully seated. Align the selector arrow to the "free" position.



7. Install the selector retaining ring by first feeding one end into the groove within the bezel bore. Then, press the exposed end down until the ring snaps into place. Rotate the ring so the ends are 90 degrees from the vertical grooves in the bezel.

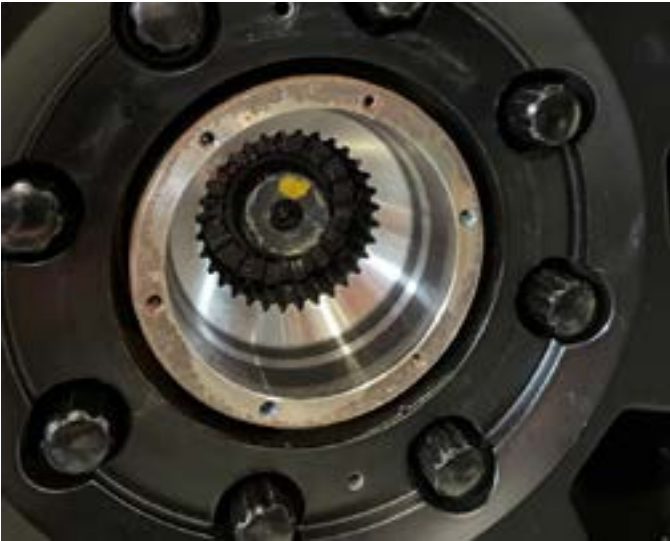


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8. Coat the coupler and driver with high pressure grease on all surfaces.



9. Install the internal splined driver gear over the axle splines until it is fully seated in the hub.



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10. Install the thin disengagement spring over the axle shaft, seating it into the recess of the driver gear.



11. Install the externally splined coupler gear into the hub. Note that the spring will slightly push the coupler back out after letting go, but it will stay in place.



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12. Grease the cam spring perch tabs and shoulders as shown.



13. Grease the bezel slots and selector ramps as shown



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14. Ensure that the selector is set to the "Free" position, and install the cam spring perch into the bezel, aligning its shoulders into the bezel slots.



15. Install the bezel to hub gasket, using the mounting bolts to align and hold the gasket in place during assembly.



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16. Place the thick engagement spring over the cam perch, ensuring it is centered and seated flat



17. Apply 1 drop of Loctite 242 or equivalent onto the threads of the lockout bolts. Carefully install the assembly onto the hub, ensuring that the thick engagement spring is centered against the coupler gear inside the hub.



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18. In a star/cross pattern, evenly torque all M5x0.8 to 38 in-lbs. Do not over torque the bolts. Over-torquing the bolts may result in improper hub function and damage to the lockout components. Repeat the same torque sequence 1-2 more times to compensate for compression of the hub gasket.

19. Locate the vacuum lines under the vehicle which are used to engage the factory hubs. Remove 1 line per side as shown, exposing a total of 4 ports. Seal the ports using the included 3/16" vacuum caps.



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TO CHECK FOR PROPER OPERATION:

20. To check for proper engagement, dial both hubs to the "LOCK" position and raise the front two wheels in the air. If the drive line spins when you turn the tire then the hubs are engaging properly.

21. To check for proper disengagement, turn dials to "FREE" position and spin the lifted wheels. Check behind wheel to ensure that the stub axle is not rotating with the wheel. If the stub axle is rotating, the hub is not disengaging properly.

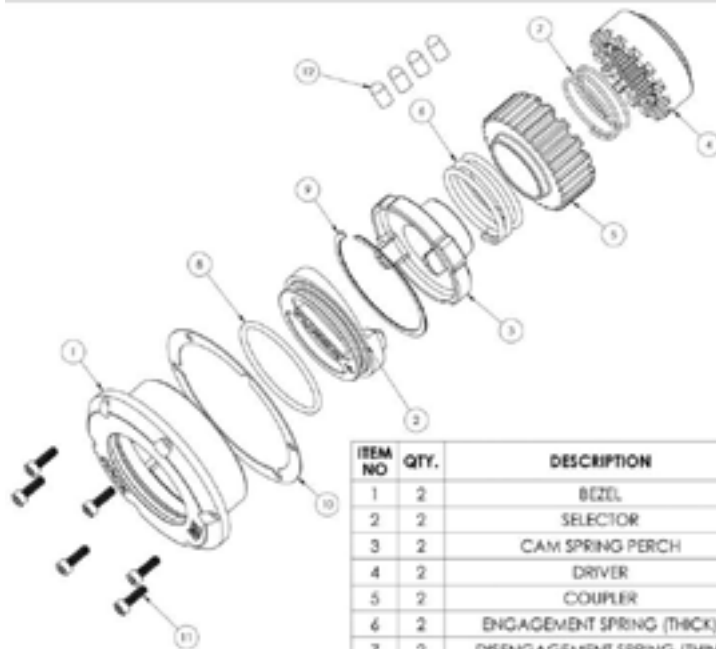
Note: The arrow of the selector must align to the center of the "FREE" and "LOCK" indicators. If the arrow does not align to the center of the indicators, check all installation steps. Extra force may be required to fully turn the selector handle.

DO NOT DRIVE LOCKING HUBS IF THE ARROW IS NOT DIRECTLY CENTERED OVER THE INDICATORS.

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LOCKING HUB KIT#

YHC70011



ITEM NO	QTY.	DESCRIPTION
1	2	BEZEL
2	2	SELECTOR
3	2	CAM SPRING PERCH
4	2	DRIVER
5	2	COUPLER
6	2	ENGAGEMENT SPRING (THICK)
7	2	DISENGAGEMENT SPRING (THIN)
8	2	SELECTOR O-RING
9	2	RETAINING RING
10	2	BEZEL TO HUB GASKET
11	12	M5X0.8 X 16MM SHCS
12	4	3/16" VACUUM CAP

FOR YOUR RECORDS

Name _____

Date _____

Invoice Number _____

Yukon Part Number _____





Limited Lifetime Warranty

05+ Ford Super-Duty Hardcore Locking Hub

WARRANTY DETAILS

Yukon Gear & Axle® (“Yukon”) warrants the original retail purchaser that the Hardcore Locking Hubs will be free from defects in materials and workmanship for as long as you own the vehicle. This warranty is not transferable to another party. Yukon makes no other warranty of any kind, express or implied. All other warranties, including but not limited to an implied warranty of merchantability or fitness for a particular purpose, are excluded. This warranty is offered provided that the Yukon product has been installed and maintained in accordance with Yukon instructions, and that it has not been subject to modification, accident, abnormal use or misuse. Upon notification of a warranty claim, Yukon shall investigate the claim of defect, and, in the event of a verified defect, shall, at their sole choice, either repair the defective product, replace it, or refund the purchase price.

This warranty does not cover, and Yukon shall not be liable for, incidental or consequential damages, including loss of time, road service charges, labor charges, inconvenience, loss of vehicle use, loss of revenues, or loss or damage to personal property (including loss or damage to vehicle parts due to the failure of the Yukon product). In addition, this warranty does not cover, and Yukon shall not be liable for, any undertaking, representation, or agreements made by dealers or other third parties selling Yukon Gear & Axle® products, except where such agreements are within the provisions of this Warranty statement. Also, this warranty does not cover damage to the axle caused by or facilitated by failure of a non-Yukon component.

This agreement offers you specific legal rights. You may also have other rights which vary from state to state.