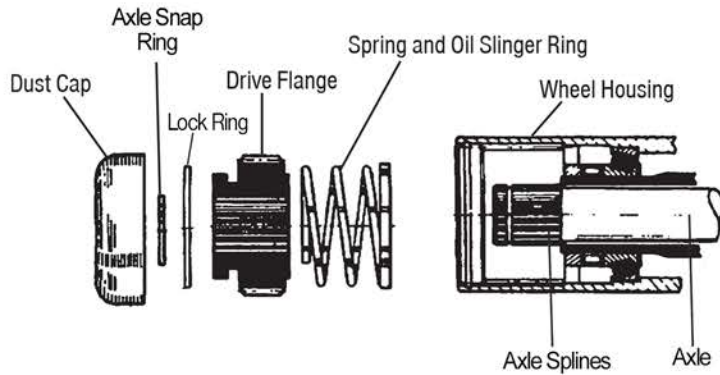




STAINLESS STEEL LOCKING HUB MODEL 449SS / 459SS

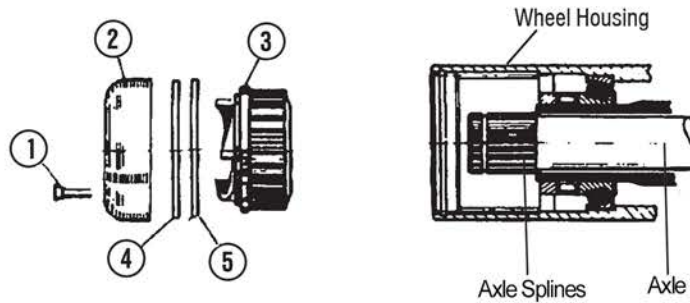
REMOVE LISTED PARTS FROM YOUR VEHICLE:

A.	DUST CAP
B.	AXLE SNAP RING
C.	DRIVE FLANGE
D.	SPRING AND OIL SLINGER RING
E.	LOCK RING



INSTALL LISTED PARTS ON YOUR VEHICLE:

ITEM	PN:	DESCRIPTION
1	449.14	ALLEN HEAD SCREW
2	449.CAS	CAP ASSEMBLY
3	449.BA	BODY ASSEMBLY
4	449.09	LOCK RING
5	105.15	SPIROLOX



STEP BY STEP INSTALLATION INSTRUCTIONS:

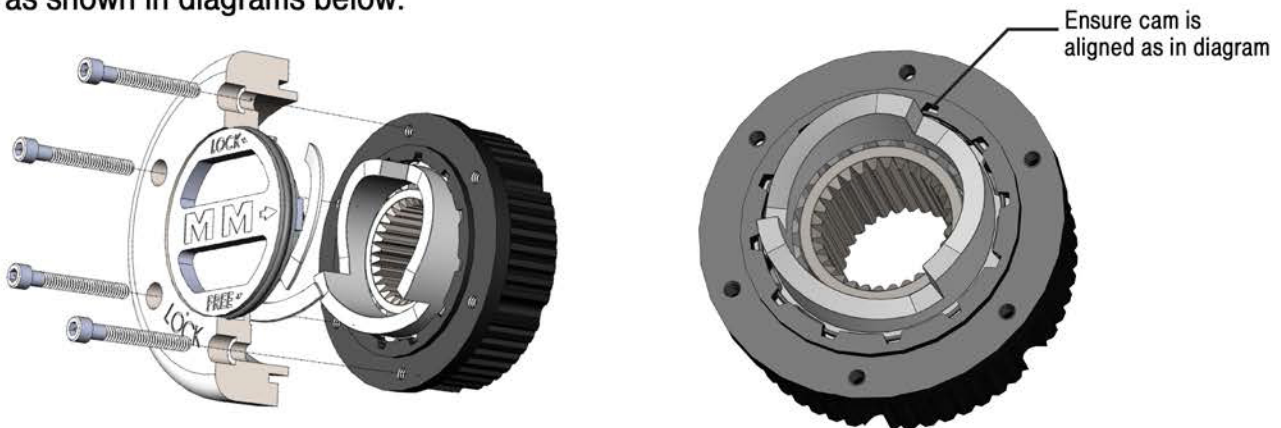
1. Remove vehicle's existing hub assembly (A through E in Diagram).
2. Set aside removed components.
3. Clean and remove corrosion from the wheel housing, paying close attention to locking ring groove.
4. Put a light coat of motor oil on the axle shaft and the wheel housing splines.
5. Insert the Mile Marker body assembly (item 3) into the wheel housing. Line up the axle splines first, then rotate the outside of the body assembly until the wheel housing splines line up. Then slide it in. You may need to lift the axle up slightly to center wheel bearing free play.
6. Install the spirollox (Item 5) and large snap ring (item 4) into the groove of the wheel housing. These hold the body assembly into the housing. (See installation instructions for spirollox on page 2).
7. If axle groove is visible, you can now install the the optional factory axle snap ring.
8. **CAP TIMING: SET THE DIAL ON THE CAP ASSEMBLY TO FREE.**
PLACE THE CAP ASSEMBLY OVER THE OPENING ON THE WHEEL HOUSING. ENSURE THE ENDS OF THE CAP SPRINGS ARE LINED UP WITH THE BASE OF THE RAMPS ON THE CAM OF THE MILE MARKER BODY ASSEMBLY.
9. Install the six Allen head screws.
10. Turn dial to lock, then back to free, ensuring the assembly moves freely.

SERVICE INSTRUCTIONS:

Hubs should be serviced at the same time as wheel bearings. Clean and coat with motor oil. The hubs should never be packed with grease. We recommend checking the wheel bearing adjustment and the locknut torque to be sure they are within the vehicle manufacturer's specifications. For best use, engage hubs for a minimum distance of one mile per month.

BASE ASSEMBLY SERVICE:

If the base assembly requires service, disassemble and clean. Put a light coat of bearing grease on the axle gear. When the cam assembly is put back together, ensure it is aligned with the cap screw holes as shown in diagrams below.



Some newer Ford vehicles ('93-'98) require hub conversion kit PN: 95- 32721.

OPERATING INSTRUCTIONS:

2-WHEEL DRIVE:

Both control dials set to free position and transfer case in two-wheel drive.

4-WHEEL DRIVE:

Set both hubs to lock and shift transfer case to four-wheel drive. **DO NOT** drive on pavement or other hard surface roads in LOCK, this can result in severe binding up and damage of the gear train.

Never drive with only one hub engaged, this can damage front differential.

Never drive unless the control dials are in either fully locked or fully free position. If the hubs are partially engaged, hub damage may occur.

WARRANTY INFORMATION:

Mile Marker Industries LLC. warrants 449SS/459SS locking hubs directly to the first purchaser, with a copy of the original purchase receipt, against manufacturing defects for as long as said purchaser owns the locking hub. If you discover a hidden defect, Mile Marker will, as its option, repair or replace the product or necessary replacement parts at no charge, provided the product is removed from the vehicle and returned pre-paid to Mile Marker Industries LLC.

1. After you have installed the 449S/S base assembly in the truck, you then need to install the spirolox (large lock ring).
2. Grasp the spirolox and spread it apart with your fingers. Angle the entire lock ring away from the face of the body assembly so that the inboard can be inserted into the ring groove in the truck.
3. Maintain the angle and continue to insert the lock ring in a spiral manner until the lock ring is installed.
4. To remove the lock ring, insert a screw driver into the raised edge of the spirolox and lift up. Using a circular motion go around the hub following the groove until removed.