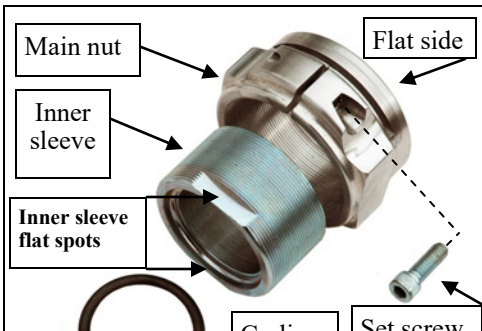
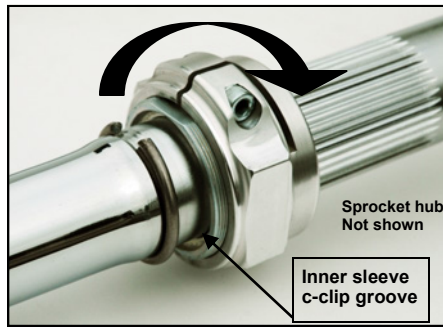


# DuraBlue Aluminum Posi\*Lock Instruction and Information Sheet

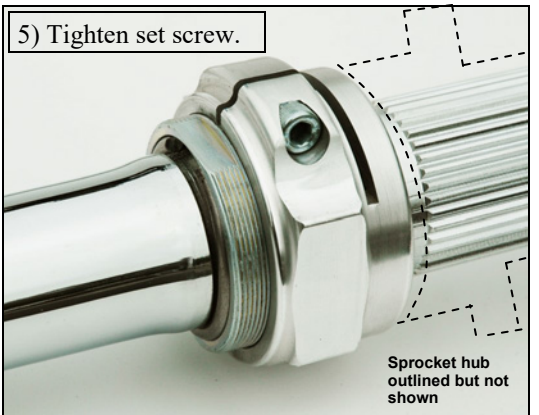


Your Posi\*Lock appearance may vary depending on model.

- 1) Make sure you have all the parts as seen in this image. **Note: Your sprocket or brake hub should be installed first.**
- 2) Assemble in the orientation shown and slide the Posi\*Lock on the axle. Flat side goes against sprocket or brake hub depending on ATV.



- 3) Slide the c-clip into the groove on the axle (hub not shown).
- 4) Use a wrench on the inner sleeve flat spots to hold the inner sleeve and then rotate the main nut and push against the c-clip, tightening the assembly in the axle bearing carrier.



- 6) This is how the Posi\*Lock looks installed. Note that the inner sleeve covers the top of the snap ring. If the Posi\*Lock is installed backwards the c-clip will be pushed out of the groove by the flat side of the main nut. The inner sleeve always faces the wheel hub.

The Posi\*Lock nut assembly uses a simple, yet effective locking technique. The slot allows the nut to compress and bind the threads. The aluminum material tends to “grab” the steel inner sleeve when under pressure. Tightened correctly, this nut is especially free from vibration induced loosening.

Tighten the nut to 15-20 lbs-ft if your carrier is using a ball bearing housing (stock or aftermarket double row ball bearing). Some manuals call for 100 lbs-ft. but this will damage the bearings and the Posi\*Lock nut. If you are using an old style tapered roller bearing housing, you will need to set the endplay to about .015”-.017” (the axle will move in and out of the carrier this amount). Consult your carrier manufacturer’s recommendation on endplay. (Endplay applies to older carriers only, not the newer carriers with sealed bearings). To lock the Posi\*Lock, apply a thread lock compound to the Allen screw, and then tighten to 17 lbs-ft, thereby compressing the threads.

**NOTE: THIS IS NOT A WARRANTY ITEM, please read carefully!**

You may need to install a spacer or take similar action to ensure that the threaded sleeve does not extend too far out of the Posi\*Lock housing (more than 1/4”). This is seldom necessary. However, variations from machine to machine do sometimes necessitate some additional procedures.

Things to look for: Make sure the flat side of the Posi\*Lock is against the brake hub or sprocket hub. The inner sleeve has a groove in it which must cover the snap ring. If you see the inner sleeve is flat on the end, unscrew it and turn it around. Do not over tighten the Posi\*Lock as this could cause it to collapse. You may notice in some cases that you can rotate the Posi\*Lock by hand. This is ok. The inner sleeve must engage the nut sufficiently to tighten!