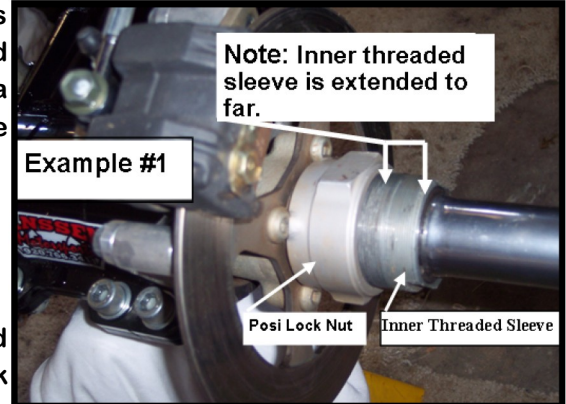


Trouble Shoot the Posi*Lock

The Posi*Lock system is designed to be light and strong. It keeps your axle from moving side to side in the carrier. There are a couple reasons why the nut comes loose. In example #1, there is not enough thread engagement in the nut. The nut clamping system can't get a good grip on the threaded inner sleeve. You must have enough threads inside the nut for secure locking.



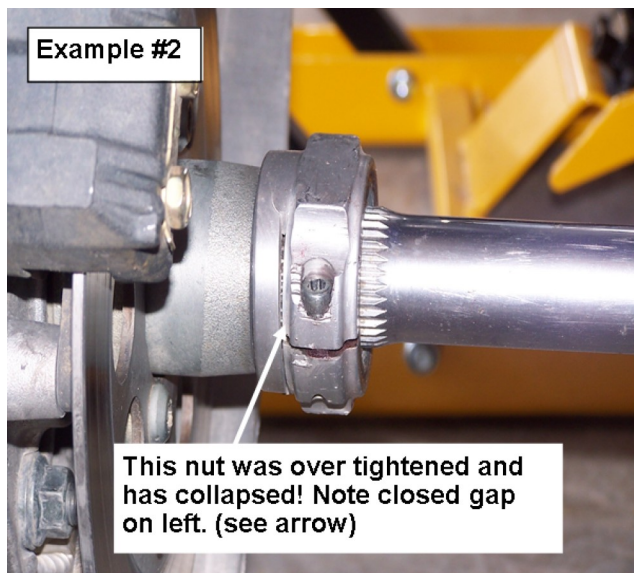
Should I be able to turn the Posi*Lock by hand?

I have had customers who are able to rotate the installed Posi*Lock nut assembly by hand. This is OK! The Posi-Lock keeps the axle from moving back and forth in the carrier.

The fact that it can be turned by hand will not have any negative effect. The function of the nut assembly is to take up space, eliminating end play and providing a way to disassemble the axle system.

Is it normal to have to retighten the Posi*Lock?

Yes and no. When first installed, especially if you have replaced any other parts in the back end (carrier bearings, axle, flanges, etc), you will have accumulated space where things are not seated into their final positions. So after putting everything together, take a test run making a few tight turns to "seat" all the components. Recheck the axle for any "in and out" play. Re-slug and re-lock the Posi*Lock again. In extreme cases, you may have to do this a couple of times.



A second reason your Posi*Lock may be coming loose is that the clamping nut was over tightened and has collapsed, as in example #2. Remember, using a pipe wrench to tighten the outer clamping nut can cause the nut to collapse and/or distort its shape. The torque required to tighten the Posi*Lock is only 15-20 ft/lbs (a little more than hand tight), so take it easy. Make sure you have 3/8"-1/2" minimum engagement of the threaded inner sleeve in the clamping nut. Use the allen set screw to secure the assembly. It is the little allen bolt that locks everything up and keeps the nut from coming loose.