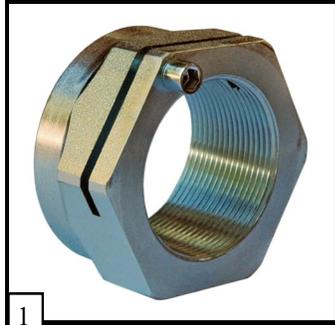


Axle locking nut (Posi*Lock) Explained

Durablue makes 3 styles of Posi Lock nuts.



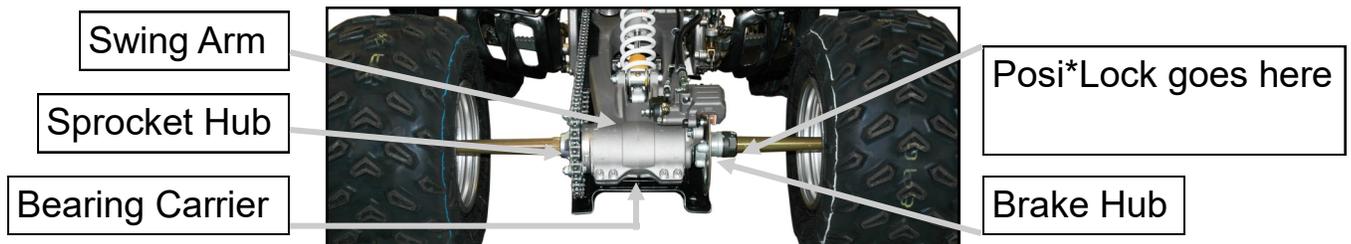
1
for stock and Durablue Heavy duty axles.



2
for Eliminator and X-33 axles and some stock axles (3 Piece).



3
Brake Hub Posi Lock combo. (Anti Fade Brake Hub)

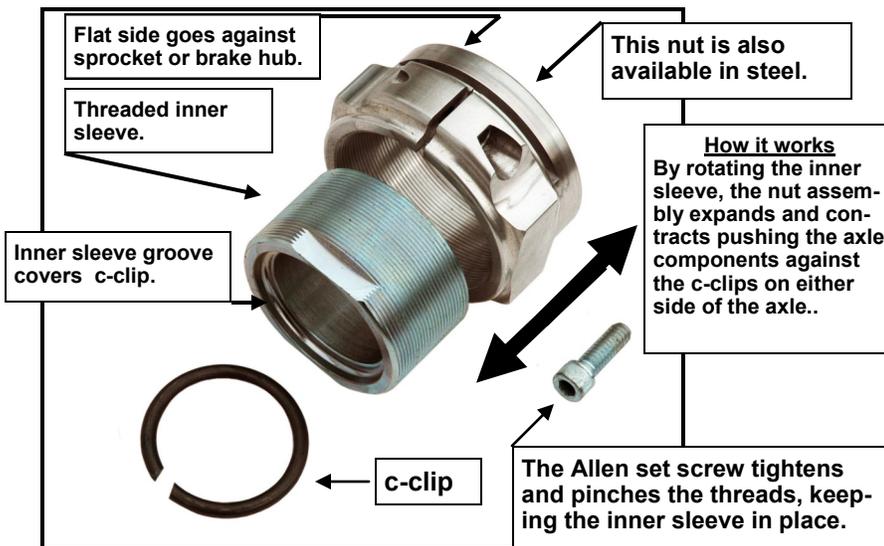


The Posi*Lock nut is the last piece to go on when installing an axle. The purpose of the Posi*Lock nut is to keep the axle from moving back and forth in the bearing carrier.

There are 3 styles of Posi*Lock nuts. The first (see image 1) Posi*Lock nut fits stock and heavy duty axles. It is a threaded nut which uses an Allen screw to pinch the threads, keeping the nut from coming loose.

The second (see image 2) Posi*Lock is referred to as a 3 piece Posi*Lock system. This nut is used for Durablue Eliminator axles, X-33 axles and some stock axles. This Posi*Lock works by rotating the nut and holding the inner sleeve still. By doing this the inner sleeve expands and tightens up the axle and components.

The third Posi*Lock system (see image 3) is similar to the second but combines a brake hub with the Posi*Lock nut. This saves weight and adds real strength to the Posi*Lock system. It also disperses heat, extending the life of the brake rotor.



What does the C-Clip do?

The c-clip keeps everything from sliding off the axle. The c-clip sits in a groove, and with enough force the c-clip will expand and slide out of the groove. The inner sleeve of the Posi*Lock nut will cover the top of the c-clip and prevent it from expanding and popping out of the groove. If the Posi*Lock nut is installed backwards, the flat side of the Posi*Lock nut will push the c-clip out of the groove. The flat side of the Posi*Lock nut always goes up against the brake or sprocket hub.

To remove the c-clip, rotate the nut so the inner sleeve screws into the aluminum nut. Once you expose the c-clip, use 2 flat tip screw drivers to pop the c-clip out of the groove. The c-clip can fly off the axle at high velocity so be cautious.

How tight should the Posi Lock nut be? Tighten the Posi Lock nut by hand then use a wrench to rotate the nut until it feels somewhat tight. You just need to get the Posi*Lock snug. If you over-tighten the Posi*Lock nut you may destroy your bearings. Snug it down but don't kill it!