



Installation Instructions for the Tera Low 35-Spline Lockout Hub (TL449-35)



APPLICATION

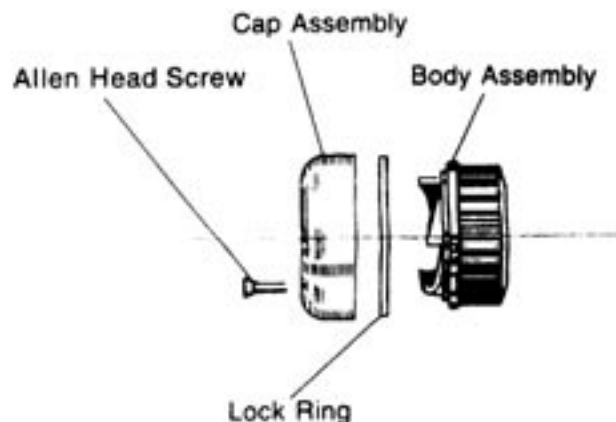
These hubs are designed for use with 35-spline axle shafts. This product may be used when upgrading to 35-spline outer stubshafts with steering axles or with 35-spline full float kits on rear axles.

Installation

1. Install Body Assembly.
2. Install large lock ring in the wheel housing. This holds the body in the housing and has to be installed.
3. Set dial in free position on cap, then install with the base of ramps lined up with the ends of the springs. Secure with six allen-head cap screws. Turn dial to lock and back to free. We recommend the use of Locktite on the allen-head cap screws.

Before assembly make sure that your Tera 35-spline locking hub kit includes:

- 2- 35-spline lockout hub assemblies
- 2- large lock rings
- 12- allen-head cap screws
- 1- allen wrench tool

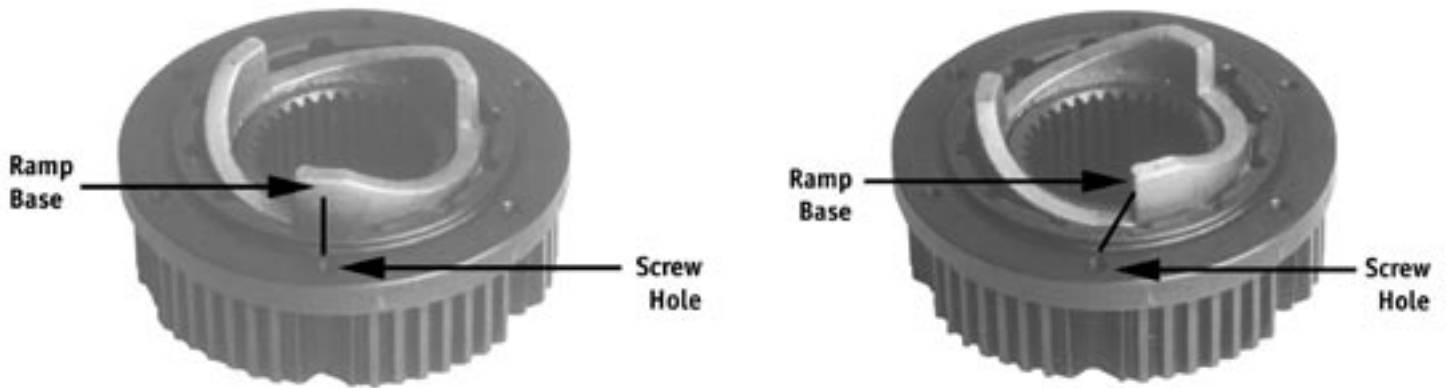


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Note: O-rings can be used with the allen-head screws when using these hubs on full float axles that are designed to lubricate the wheel bearings using the gear oil from the differential. (O-rings available seperately.)

Disassembly Warning

Note: If hub body is disassembled for any reason, it has to be reassembled with the base of the clutch ring ramps lined up with the first spline in front (clockwise) of the screw holes on the body. (Please refer to the photograph below.)



Correct alignment

Wrong alignment

Service Instructions

Hubs should be serviced at the same time as wheel bearings. Clean and coat with oil. The hubs should never be packed with grease. We recommend checking wheel bearing adjustment and locknut torque to be sure they are within the vehicle manufacturer's specifications. Engage hubs one mile monthly.

Operating instructions:

2-Wheel Drive

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

4-Wheel Drive

Set both hubs to lock and shift the transfer case to four-wheel drive. DO NOT drive on pavement or other hard surface road 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 the 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 result.***