

WARN SELECTIVE LOCK-O-MATIC

DESCRIPTION

Locking hubs provide a means of engagement of front wheels on vehicles with front driving axle. When hub is set in a dis-engaged position, front wheels are automatically locked to axle shaft the moment forward torque is applied to front axle. When hub is set in an engaged position, front wheels are locked to axle shafts at all times.

IDENTIFICATION

All Warn Hubs employ BRASS control knobs to engage and disengage locking mechanism. Model number of hub is stamped into recesses of control knob. Model numbers for Warn Selective Lock-O-Matic hubs are as follows:

M75, W01A

Model Number Stamped Here

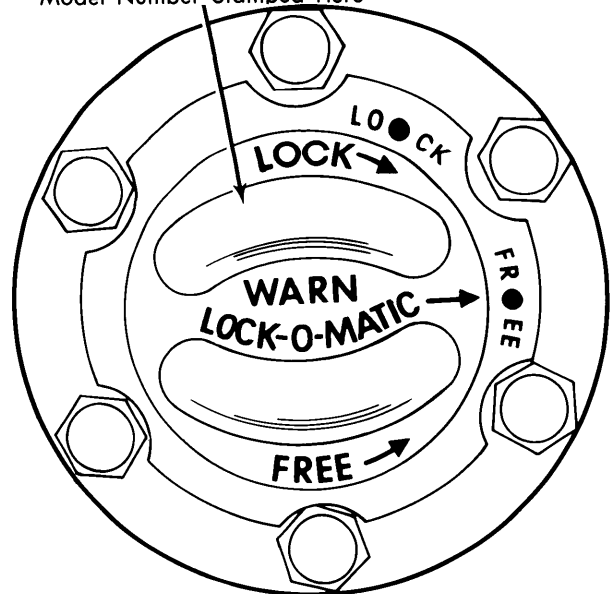


Fig. 1 Front View of Typical Warn Selective Lock-O-Matic Control Knob

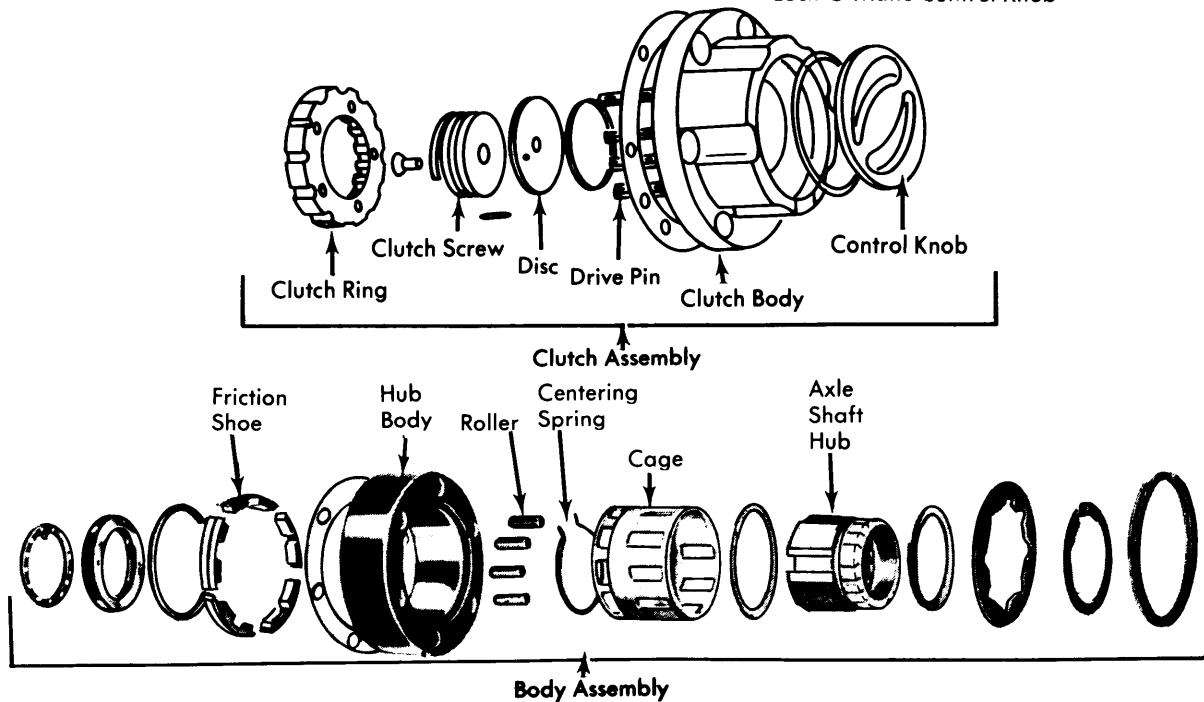


Fig. 2 Exploded View of M75 Warn Selective Lock-O-Matic Hub

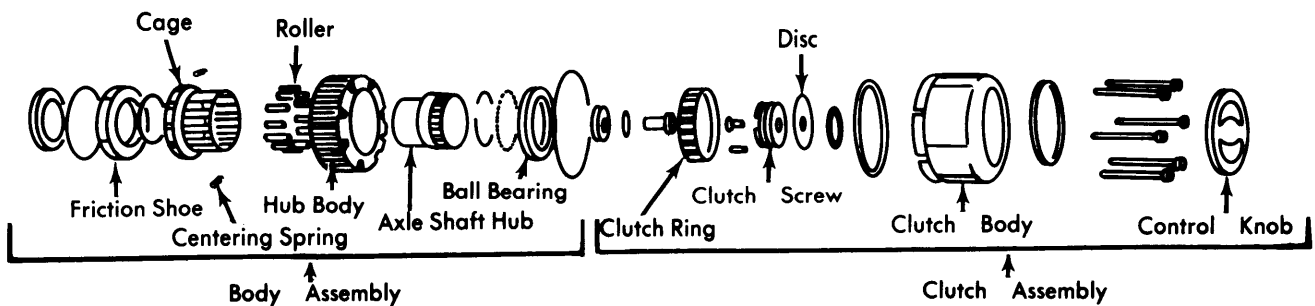


Fig. 3 Exploded View of M01A Warn Selective Lock-O-Matic Hub

Locking Hubs

WARN SELECTIVE LOCK-O-MATIC (Cont.)

REMOVAL & INSTALLATION

NOTE — Hubs are mounted with either Allen head screws or hex head bolts. If mounted with hex head bolts, bend locking tabs back before beginning removal.

Remove locking hub mounting screws and lift off clutch body, being careful to keep drive pins in position in body. Remove lock ring holding hub body onto axle shaft and pull hub body from shaft. To install, reverse removal procedure.

OVERHAUL

HUB BODY

Disassembly — Remove axle shaft hub retaining ring, then remove axle shaft hub and roller cage assembly from hub body. **CAUTION** — Note from which side of hub body gear teeth extend. Remove centering spring and rollers from cage assembly, remove lock ring from second groove of axle shaft hub and separate hub from roller cage. Remove locking ring in roller cage at end opposite friction shoes, remove friction shoe

spring and lift friction shoes out of cage. Remove lock ring and thrust washer from hub body.

Reassembly — To assemble hub body, reverse disassembly procedure, using new gaskets and replacing worn or damaged parts. **NOTE** — Point on hub must be aligned with grooves in friction shoes to permit entry.

CLUTCH BODY

Disassembly — Remove flat head screw from center of clutch screw, then remove clutch screw and clutch ring. Separate clutch ring from clutch screw and remove drive pins from clutch body. Remove disc from center of body and remove control knob. Remove dowel pin and seals from knob. **NOTE** — Poppet ball and spring located in control knob are not serviced separately. If damaged, entire control knob assembly must be replaced.

Reassembly — To assemble clutch body, reverse disassembly procedure, using new gaskets and seals and replacing worn or damaged parts as necessary.