



STREETMASTER LOCK-OUT HUB

PART NUMBER: 426

**Application: Ford Ranger 1998 unit July 2000
and Mazda B3000/B4000 (01-08)**

Disassembly

- 1-) Remove wheel and tire assembly, refer to the 1998 Ranger Service Manual, section 204-00.
- 2-) Remove the existing free wheel hub (Fig. 1) using a screw-driver of suitable size to loosen claws from the hub groove. Introduce a screw-driver in each claw, as shown, and pull out till all of them are free.

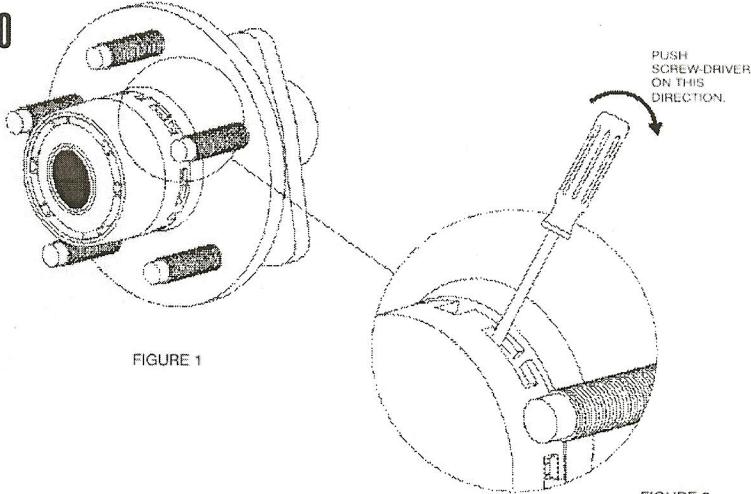


FIGURE 1

FIGURE 2

Installation

- 1-) Install new Mile Marker O'Ring as shown (Fig. 3)
- 2-) Align free wheel hub with wheel hub and axle shaft splines. Free wheel hub must be in the "lock" position. It may be necessary to rotate the wheel hub for splines alignment.
- 3-) Using a rubber mallet, tap on face "A" of the free wheel hub cover pushing all the way.
- 4-) Inspect all the hublock locking claws to ensure that each one is fully seated in the hub groove.
- 5-) Install the four keyways in their respective places [Fig. 5], taking care to fit them with the groove upward as shown in [Fig. 5].

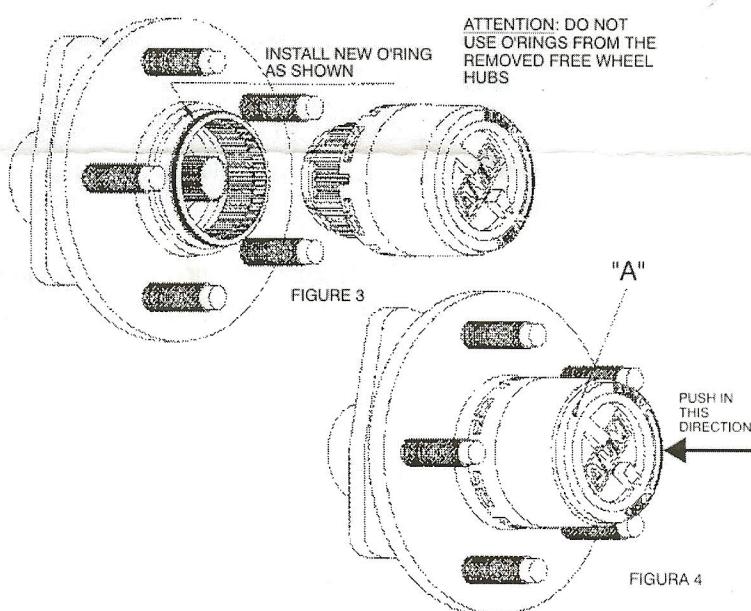


FIGURE 3

FIGURE 4

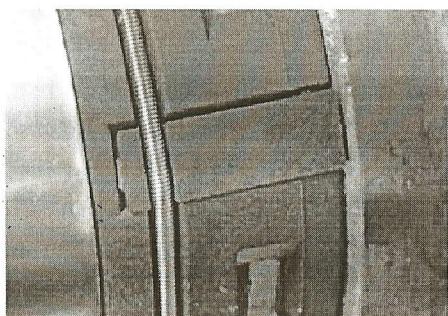


FIGURE 5

Mile Marker Locking Hubs are permanently lubricated. If disassembled, do not use grease. Lubricate lightly with SAE 30 oil.

Disassembly Note

IN THE CASE OF DISASSEMBLY OF THE FREEWHEEL HUBS, PROCEED AS FOLLOWS:

- 1-) Repeat Step 1 from the Disassembly section on the previous page.
- 2-) Using a screwdriver of proper size, remove the four keyways (), as shown in (Fig 6) without removing the spring ring.
- 3-) Repeat Step 2 from the Disassembly section on the previous page.

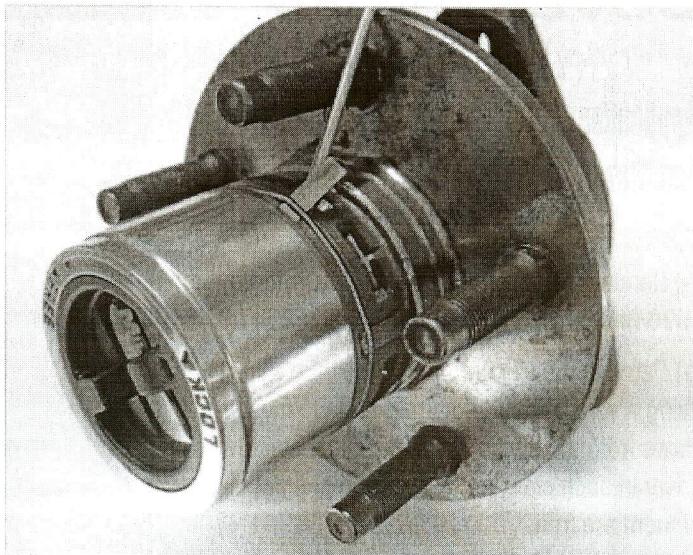


FIGURE 6

Operation

2 Wheel Drive (4x2)

Turn control dials counterclockwise – using fingers only – to the “free” position. The front wheels are now completely disengaged from the power train.

4 Wheel Drive (4x4)

Turn control dials clockwise – using fingers only – to the “lock” position. The front drive now operates exactly as before lock-out hubs were installed.

Warning: Mile Marker may not be held responsible for eventual free wheel hub functional failures due to liquids, mud, etc., penetrating through the vehicle's axle shaft seal. Mile Marker suggests periodic maintenance of the vehicle's axle shaft seal.