

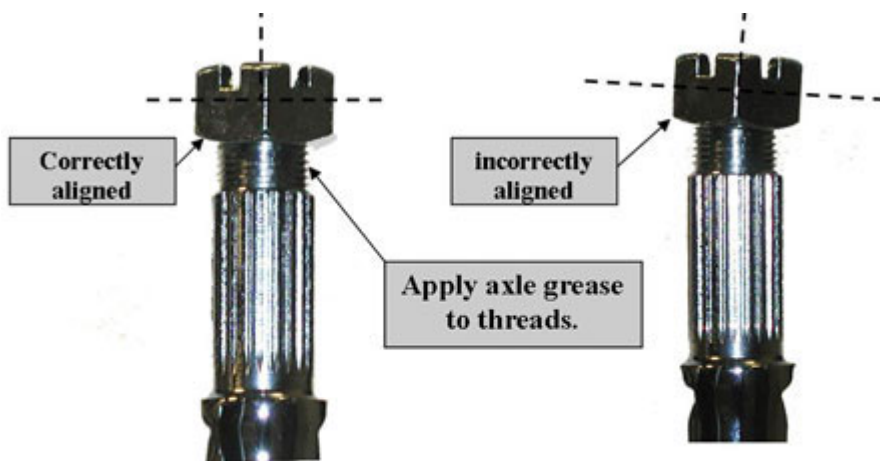


Tech Support

My castle nuts don't fit.

Problem: On some axles the plating fills in the threads and makes it difficult to put your castle nuts on. If your axle did not come with castle nuts then you must use your stock nuts.

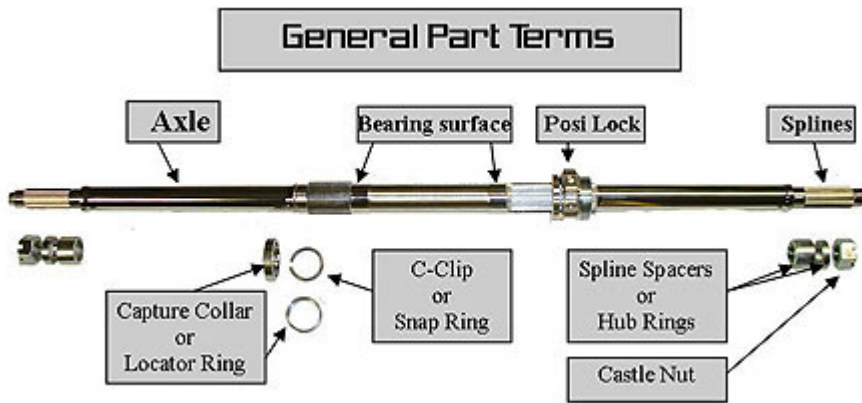
Solution: Secure the axle. Put some axle grease (not Vaseline) on the threads. Make sure the castle nut is perpendicular to the axle. This means make sure it is on straight! (See picture below and remember your warranty does not cover damaged threads). Take your crescent wrench and turn your castle nut 1/8 of a turn and back it off, 1/8 of a turn back it off until the nut threads itself all the way down. Remove the nut and wipe off the grease, install your hubs in the normal way.



I know most of you know how to put a nut on. This is just a reminder to double check your work to avoid any problems.

I'm missing some small parts. How can I order them?

If you are missing small parts to your axle you can call us and order them direct. See the picture below to find out the names of the parts you might need. We will help you with the part numbers when you call.



My hubs on my X-33 axle won't stay tight.

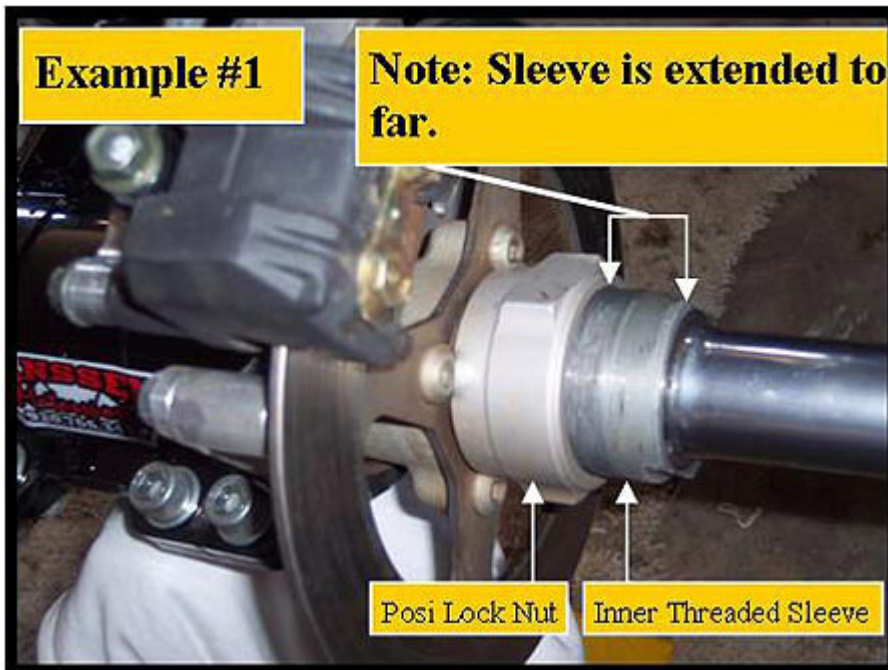
Let's face it. If you are like me you probably saw how easy it is to install the pin drive hub and threw the instructions away. Let's go back to the instructions and see how to install the hubs and then we'll see why they don't stay tight. The instructions call for us to apply lock tight, torque the nut down to 60 to 90 foot pounds and finally add a jam nut (optional). If you didn't tighten the nut down correctly and the nut comes loose, the hole (bore) in the hub becomes distorted, and it will allow the hub to rock back and fourth even when torqued properly.. Once this happened it will not stay tight despite our best efforts.

Solution: Unfortunately the only solution is to replace the hub(s). Please note that if the bore in the axle is egg shaped it will not cause any problems. If the hole in the hub is cone shaped it must be replaced! Yes, you can buy just one hub!

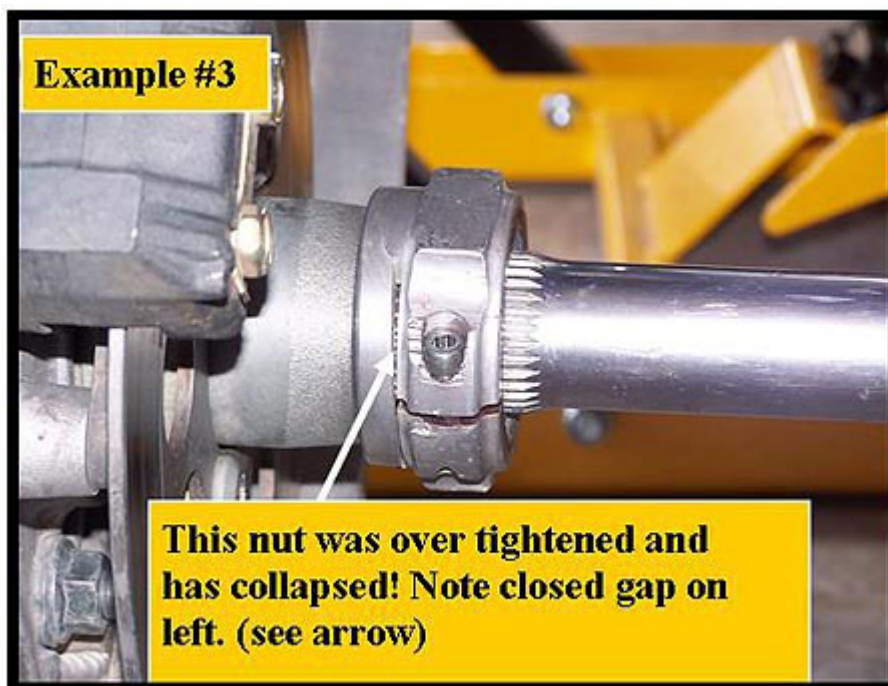
My Posi*Lock nut won't stay tight.

The Posi-lock nut system is designed to be light and strong. It keeps your axle from moving side to side in your carrier. There are two reasons why the nut comes loose.

In example #1 Below we see one of our Posi*Lock nuts where the inner sleeve is extended to far. There are not enough threads inside the nut to grab onto. We have several models of Posi*Lock nut including one model that has a very long inner sleeve. On this model it will stick out about 1' and that is ok. In general there should be at least 1/2" minimum of threads inside the outer nut. This will give the Posi*Lock nut enough threads to grab and hold the inner sleeve tight. Remember, it is not how much thread is sticking out of the nut as much as it is how much thread is inside the the nut! If you do not have enough thread engaged into the nut, make a spacer (like a large flat washer) to be placed between the sprocket/brake flange and the closed end of the outer nut. The thicker the spacer, the more thread will be engaged in the nut.



The second reason your Posi*Lock may be coming loose is that the big nut was over tightened and has collapsed. Remember, using a pipe wrench to tighten the big nut down can cause the nut to collapse and or warp its shape. Get the big nut snug then tighten the allen bolt. On rare occasions you may need to add a washer or spacer to shorten inner sleeve travel.



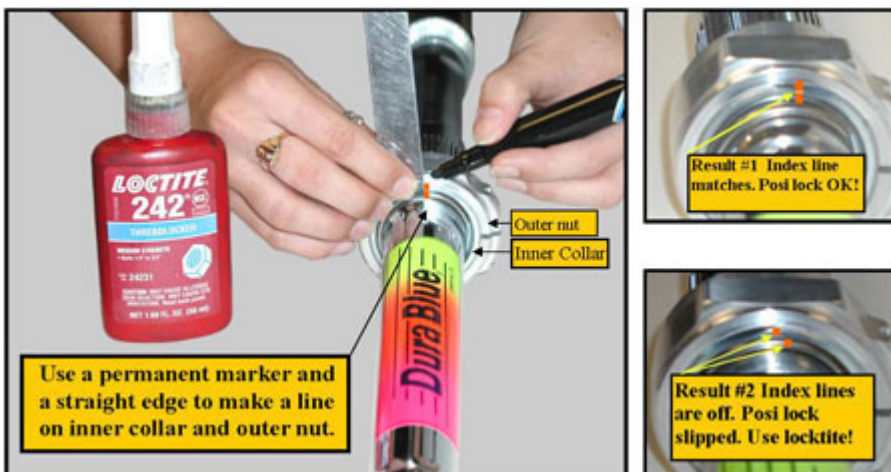
Solution: Tighten the big Posi-Lock nut until it's snug (not too tight). Tighten the allen bolt to 17 lbs/ft. Ride the quad and re-check the Posi*Lock nut. Re-tighten using a small amount of lock tight on the allen bolt. Check the threaded inner sleeve to make

sure it has sufficient engagement inside the nut. You should be good to go! Thanks to our customers for the pictures!

My Posi*Lock nut still comes loose. Now what?

There have been a few cases where the nut appears to come loose despite the fact you did everything correctly on the list above. First, we have to determine if the Posi*Lock nut is actually at fault. You can test the nut by taking a felt tip pen and marking the edge of the nut (see picture) and onto the threaded inner sleeve (not the axle). Ride your quad for a while and check your index marks. If they are still lined up then it's not the Posi-Lock that is coming loose, but some other component. Bearings can be suspect but there are other items in the assembly (sprocket and brake flanges) that can also collapse and wear. If the index marks have shifted, then the Posi*Lock nut is coming loose. You can apply some Loctite to the inner sleeve of the nut. Use the blue medium strength Loctite and apply a couple of drops to the threads. Don't over do it with the Loctite (more is not better). You may need to get the nut off someday! Give the Loctite about 5 minutes to dry so you get full effectiveness. Most people have the red Loctite. If you use the red, apply only one drop!

Some of you have noticed that if you grab the nut, you can rotate the whole assembly by hand! Don't panic this is normal. Remember the Posi-Lock nut system keeps your axle from moving side to side in the bearing carrier.



6. Bearing carrier Z400-AH.

Please Note: The bearing carrier for the Suzuki Z400 has changed mid year. The Durablue bearing carrier will fit only one of the swing arms but not both (without drilling a hole in the swing arm). To find out if our bearing carrier will fit your quad please see Figure 49B. If you have the curved rear plate and the mounting holes are the same it will fit. If you have the other swing arm where you have the flat plate in the rear and the wider spaced mounting holes (see chart 49A) our bearing carrier will not work without drilling a hole in the swing arm. Occasionally a manufacturer will find it necessary to make changes mid year. The Kawasaki KFX-400 and Arctic Cat models are not affected. Drilling the hole is an easy, non-precise operation that can be accomplished using a hand held drill. Use the bearing carrier as a guild as to where the hole needs to be drilled. We are sorry for any inconvenience this may cause.

FIG.49A

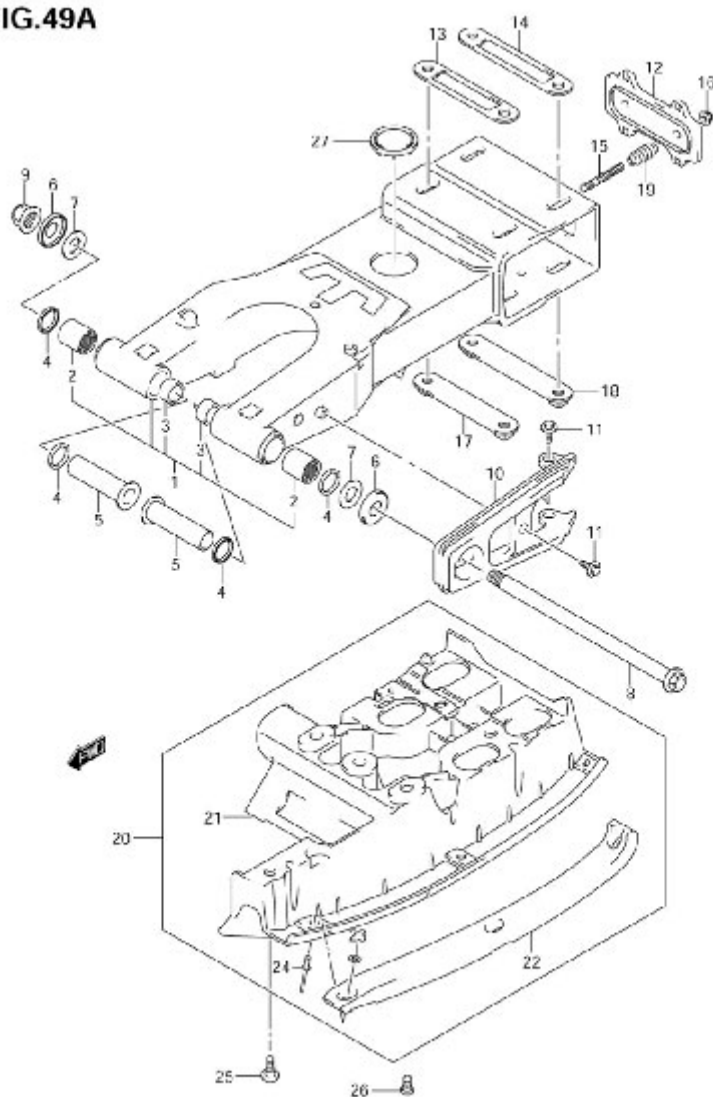
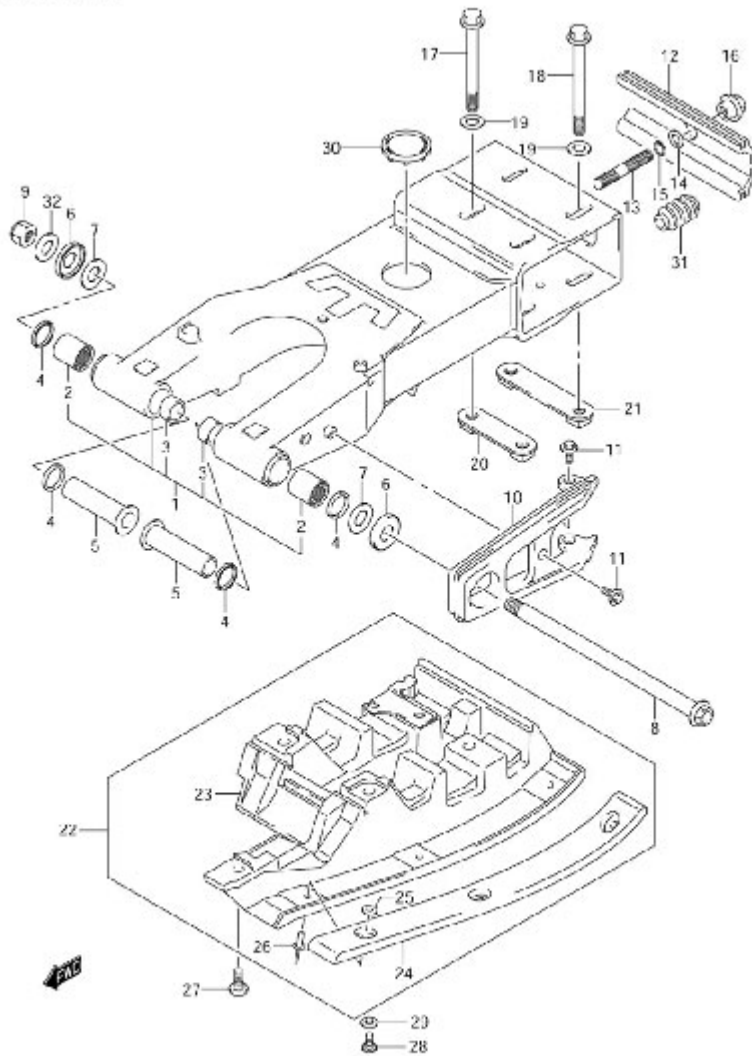


FIG.49B



LT-Z400K3 E03 E2E_049B
REAR SWINGING ARM

My kfx700/Vforce 700 wheel hubs are wearing down frequently.

There's an issue with the kfx700/vforce 700 wheel hubs wearing down frequently by ripping the splines out of the wheel hub requiring replacement. The cause is due to the bike being heavy and the 2 cylinder engine creating power pulses similar to an impact wrench. Also, the spline on the axle where the wheel hub goes has a small diameter with insufficient surface area to adequately transfer power. The solution is the X-33 axle which increases surface area and locks down the wheel hub, so there's no movement allowing for wear and tear.

Loose Wheel Hubs

We have received calls recently about various brands of wheel hubs coming loose. This bothers many customers who now say their aluminum wheel hubs are lasting

about a season and a half at best. After surveying a number of customers who bought stock or other brand name hubs, a pattern has emerged as to the cause. There are 3 basic reasons why your hubs may be loose. The first reason is that hubs are a slip fit. They will naturally be loose by a few thousandths of an inch. This is ok and will not affect performance. You might be inclined to tighten the castle nut. This will not solve the problem. If you over tighten the castle nut (example 100 foot pounds) you will risk stripping or snapping the end of the axle off. The second cause is jumping. Many riders who jump fail to back off the throttle while flying through the air. When they hit the ground everything stops almost instantaneously putting a tremendous amount of pressure on the hubs and axle. The splines will begin to break down especially in the soft aluminum hubs. The third reason is a more recent phenomenon. New, more powerful 4 stroke quads may be to blame. These more powerful engines tend to thump more and harder than the weaker 2 stroke engines. The increased power and constant thumping may cause premature spline wear.

“The Cure” – If loose hubs are driving you crazy then you should consider the X-33 axle. This axle uses a pinch bolt hub system. The hubs are held in place by a bolt which acts as a lever to cause the hub to generate an extreme grip on the axle. The X-33 hubs won't move. These high performance hubs must be torqued 60 to 90 foot pounds to generate the proper lever effect. The second solution would be to order a set of Durablue racing hubs. These hubs use a heat treated steel insert with aluminum cast around the insert. This gives you stronger spline support while keeping the hubs light weight. These hubs are far superior to the other aluminum hubs on the market.