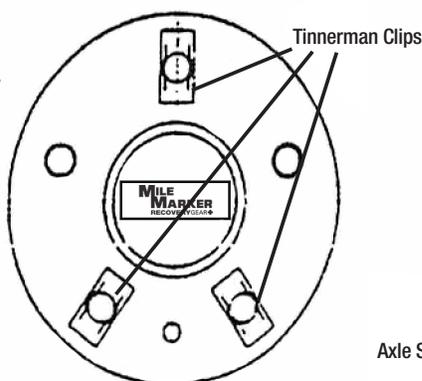
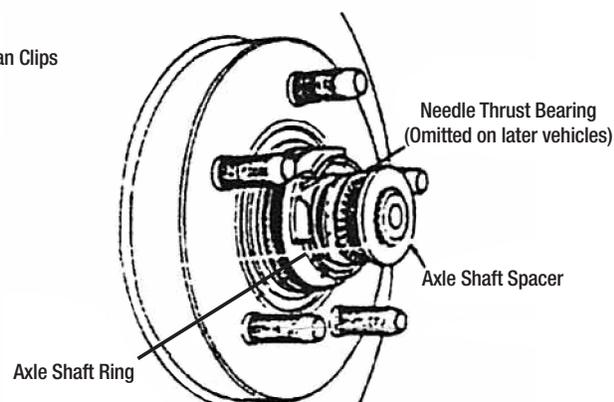


For replacement of Premium Locking Hubs go to step 1. For replacement of Automatic Hubs to Premium Locking Hubs, you will need to replace the wheel bearing adjusting nuts. The following Mile Marker Conversion Kits can be purchased at MileMarker.com. Adjusting nuts and washers may be purchased at your local Ford Dealer.

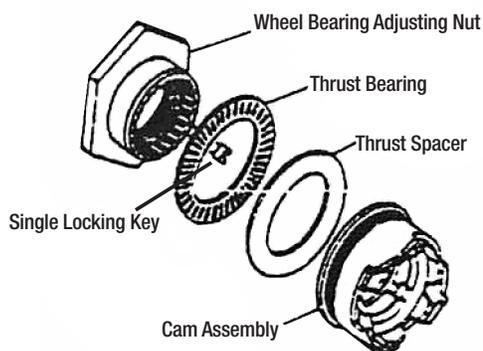
Vehicle	Part No:	Mile Marker PN:
Bronco II	427	95-27988
Ranger '83-'89	427	95-27988
Explorer '90 - '94	428	95-27997
Ranger '90 - '97	428	95-27997



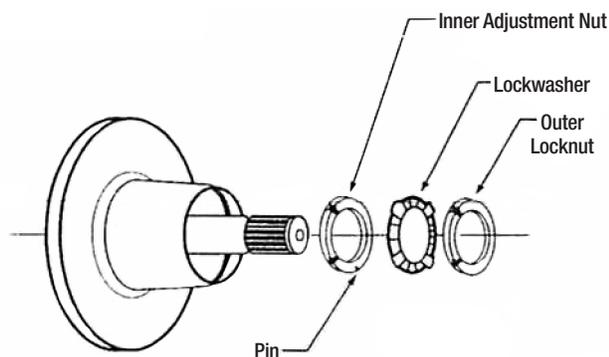
**Figure A**



**Figure B**



**Figure C**



**Figure D**

## Hub Installation:

### Refer to Figure A

1. Remove the Tinnerman clips that are securing the Premium Locking Hub assembly to the wheel studs. Save the Tinnerman clips as they will be needed later. Remove the Premium Locking Hub assembly from the hub and rotor assembly. If you are replacing Premium Locking Hubs, go to Step 7.

### Refer to Figure B

2. Remove the axle shaft ring and the axle shaft spacer (on earlier models also the needle thrust bearing).

### Refer to Figure C

3. Remove the cam assembly, thrust spacer and thrust bearing from the wheel bearing adjusting nut.
4. Remove the single locking key from the wheel bearing adjusting nut. Make sure the adjusting nut is not binding against the locking key (if it is, removal of the locking key will be difficult). A magnet or small pick could be helpful in removing the locking key. After the locking key has been removed, the adjusting nut can be removed from the wheel spindle. Please note that on some early vehicles the locking key is part of the cam assembly. If your vehicle falls into this group, the adjusting nut can be removed after the cam assembly has been removed.

### Refer to Figure D

5. Install the inner adjustment nut (nut with pin) and torque to 35 ft-lb. Back the inner adjustment nut off 90 degrees and re-torque the inner adjustment nut to 16 in-lb. Install the lockwasher against the inner adjustment nut. Make sure the holes in the lockwasher line up with the pin on the inner adjustment nut. Install the outer locknut and torque to 150 ft-lb.
6. Replace the components previously removed at step 2, making sure that the axle shaft ring is seated in its groove.
7. Install the Premium Locking Hub assembly up against the hub/rotor assembly.
8. Attach the Tinnerman clips on the wheel studs and press them firmly against the Premium Locking Hub assembly.
9. Install the wheel and tire and torque the lug nuts to 85-135 ft-lb.

## **MILE MARKER/SELECTRO HUBS Conversion Kits Limited Warranty:**

Mile Marker Industries warrants directly to the first purchaser that all Mile Marker Hub Part numbers 427, 428 and all "Selectro Classic" models will be free from defect in material and workmanship appearing under normal use and service for a period of one year. Warranty registration must be submitted at [www.MileMarker.com/warranty](http://www.MileMarker.com/warranty) within 30 days by the end user. If you discover a hidden defect Mile Marker will, as its option, repair or replace the product or necessary replacement parts at no charge to you, provided you remove the product from the vehicle and return it prepaid to Mile Marker Industries. If the product was purchased in the United States, the owner must contact our warranty department to get a Return Goods Authorization (RGA) number before returning the product. If the product was purchased outside the United States, the owner must return the product to the original place of purchase.