



THE RAM MAN INC.
7200 WINTERS ST
FORT WORTH, TX 76120
(817) 429-0105

email: info@TheRamManINC.com
website: www.TheRamManINC.com

WARNING!

**FAILURE TO
READ THESE
DOCUMENTS
CAN VOID
YOUR
WARRANTY!**



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WARNING!

Your new Timken® Hubs accept your **FACTORY** Chrysler ABS sensors, wires, and magnetic pickups, with zero issues.

CAUTION: If you see that you have one or more aftermarket hubs upon disassembly, it is likely that your ABS magnetic pickup may be larger (longer) than the original factory Chrysler/Dodge ABS Sensor Pickup.

This is easily correctable installing a simple spacer washer on the ABS Sensor to raise the sensor pickup. Please watch the following video:

<https://vimeo.com/204399853>

FAILURE TO FOLLOW THIS PROCEDURE WITH AFTERMARKET ABS SENSORS, COULD CAUSE DAMAGE TO THE TEETH ON THE NEW HUB'S TONE RING AND VOID YOUR WARRANTY!!

ALL SALES ARE FINAL

Our hub kits have been out 4 years now. There are thousands on the road. **In recent months our sales have exploded and begun to attract people that have no business whatsoever of attempting any mechanical change on anything at all.** This has **NOT** been the case before. Most of our clients have been mechanically inclined or had some basic mechanical knowledge or skill set, even if only high school level. **Recently we have received orders from what I call “clickers”.** “Clickers” mechanical skills consist of changing a computer mouse battery. **If this is you, you have NO BUSINESS doing any automotive install of any type at any time.**

Are our hubs easy? Yes. We have people installing hubs in 1 hour a side in driveways with hand tools. **GO TO THIS LINK:** <http://therammaninc.com/products/ChevyGMC-2500-3500-Customer-Photos-549> **Just because you don't understand a system does NOT mean it does not function.** I do not understand computer mother boards, but the evidence suggests they work, and work well. **The evidence suggests our hubs work well and fit well.** We have a long history. We only load 2% of the thousands of pictures we receive. If we were to load all the customer photos the website would never, ever load. **GO TO THIS LINK: Link to our Happy Customer Photos:** <http://therammaninc.com/products/Locking-Hub-Customer-Photos-388>

REFUNDS, RETURNS & ORDER CANCELTIONS

People that have the proper skills, tools and confidence have NO trouble installing our drive-line kits. Our website is loaded with dozens and dozens of Happy Customers photos.

• **SOME BASIC FACTS:**

1. We have been open since 1981 working on brakes and drivelines.
2. We have a fantastic reputation.
3. **We have ZERO complaints with the BBB and are charter members.**
4. The Happy Customers on our website is less than 2% of our clients. **Here is the link to our Happy Customer Photos:**
<http://therammaninc.com/products/HAPPY-CUSTOMER-PHOTOS-456>
5. We cannot load the hundreds of stock-piled pictures because it would slow down the website to nearly unusable.
6. **Your lack of knowledge, fear or inability to install our products is NOT our fault. Only you can judge your skill level competence.**



• **ORDER CANCELEATIONS:**

We begin processing your order **immediately** after it is placed. **ALL our hub kits require extensive custom machining and assembly, which equates to labor costs and commitment of inventory.** When you place an order with us we allocate parts, machine time, and several other resources to completing your order in a **timely manner.** If we did not start machining parts immediately it would be weeks, and weeks before you received your order. **Therefore, we do NOT allow cancelations because the resources have already been deployed. WATCH THIS VIDEO:** https://youtu.be/UL2s_8khf7E

• **RETURNS AND REFUNDS:**

We **DO NOT** offer **refunds or returns**—**ALL SALES ARE FINAL.** **ALL** our parts are **custom made and must be built to order.** We machine the parts specifically for your **EXACT** vehicle application: the year, make, model and often sub-model (for example—2500, 3500, four door, extended cab, crew cab, HD or Dually). **Once parts have been allocated for a specific hub kit we cannot use those parts or resources somewhere else.**

THESE ARE ACTUAL PAST REFUND REQUESTS WE'VE HAD:

*these are not meant to be funny

- I did not like the packaging.
- My wife is so mad at me for spending money on my truck.
- My kids need books for school, I just got the notice.
- My neighbor can't help me install it, he's moving.
- It seems more complicated than the pictures.
- I've decided I don't like the design.
- I'm not sure why but I can't see how it can work. I just don't understand.
- All axles must have a nut on the end, everybody knows that.
- One stud came loose, they must have dropped it in shipping.
- The bolt pattern looks wrong, I can tell from looking at it on the table.
- I left my hubs locked for 13,000 miles and they don't seem to want to unlock. I want my money back.
- I can't install my u-joints on my 1998 Dodge 2500... I don't know how, what do I do?
- I don't like the spacers, so I'm NOT going to use them on my truck.
- I like your design but I'm going to improve it. Thanks, but I'm going to make my own hubs.

- **OUR PRODUCTS ARE CUSTOM MACHINED AND ASSEMBLED FOR YOUR SPECIFIC VEHICLE APPLICATION, THEREFORE WE DO NOT OFFER REFUNDS, RETURNS OR ORDER CANCELATIONS, ALL SALES ARE FINAL.**

WARRANTY MUST READ!

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FOR YOUR WARRANTY TO BE EFFECTIVE YOU
MUST EMAIL YOUR TWO PICTURES TO:
info@TheRamManINC.com

WARRANTY REQUIREMENTS

Your TRM Locking Hub Conversion Kit comes with a limited 1 year warranty. For your warranty to be effective, you must email us at least 2 photos of the installed locking hubs on your truck. **Failure to send photos will void your warranty!** The photos must include:

1. A close up photo of the wheel and hub together (see photo examples below).
2. A photo showing the truck model (on the door), fender, wheel and hub together.





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TRM LOCKING HUBS WARRANTY

With hundreds and hundreds of our Locking Hub Conversion Kits on the road today, we've had only two unit bearing failures in 2 years.

1. Case #1: Client was running large negative offset wheels on a 2006 RAM 2500 and did not grease his units.
 2. Case #2: Client said the truck was just used on the farm and had only 10,000 miles. When we searched our client order database, the hubs had been shipped only 9 months ago! The unit bearing hub that he returned to us was completely 100% dry, no grease whatsoever and appeared to have been a pond salvage unit. See the following video:
<https://vimeo.com/206645673/604e9b2f06>
- Your Timken® hubs are the finest available. All mechanics and techs will tell you that Timken® bearings only fail from neglect (not greasing them).
 - You should grease your hubs every 20,000 to 25,000 miles and they will last longer than any other unit made today!

If you have a hub failure and need a replacement, we will send one out immediately. We will obtain your credit card number first, but it will NOT be charged. IT WILL NOT BE CHARGED. We will ship a replacement immediately.

Once we receive your old unit bearing hub, we will open and inspect it to see if it has been abused, like the one in the following video: (video link here), or if you have shot some grease in it before it was shipped back. All history of the hub will be revealed when we open it for inspection. Then we will decide if it is covered under your warranty or if it is a replacement that will then be charged to your credit card on file.



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IMPORTANT INFORMATION

THANK YOU for purchasing TheRamManINC.com manual locking hub(s). We are constantly working to serve our customer better and would love to hear about your experience. Help us share your story on Facebook, YouTube and Instagram.

THERAMMANINC.COM MISSION

The mission of THERAMMANINC.COM is to make superior locking hub technology affordable and accessible to the world. THERAMMANINC.COM designs reliable ABS compatible manual locking hubs with unparalleled durability and value.

YOU HAVE THE BEST PARTS AVAILABLE

To ensure superior durability and value, quality components are the heart of our products. Product quality is the foundation we stand on; we build our hubs with a relentless focus on safety, durability and craftsmanship.

QUICK INSTALLATION GUIDE

For help on installing your manual locking hubs. Watch our installation video from the following link:

<https://vimeo.com/169255380>

PRODUCT REGISTRATION – PLEASE READ!

All products must be registered with THERAMMANINC.COM. To receive product support and warranty, proof of purchase and an image of the manual locking hubs installed on the vehicle must be submitted to THERAMMANINC.COM by email or mail within 10 days of installation.

MAINTENANCE GUIDE

Your bearings are greasable through the ABS access port (Fitting is supplied). Watch our video on how to easily perform maintenance of your Manual Locking Hub:

BEARING HUB GREASING OF MODERN ABS UNITS

<https://vimeo.com/171179412>

BEARING HUB GREASING TUTORIAL

<https://vimeo.com/173958598>

LOCK YOUR HUBS AT EVERY OIL CHANGE! In the 80's when locking hubs were factory installed from the big three, owner's manuals requested that you lock the hubs in for just 2-3 miles maximum, such as every oil change (3-6K miles). This would lubricate the mechanism and ensure smooth operation when you need it.

Note that failure to properly maintain your bearings will result in the premature wear of your manual locking hubs! The recommended maintenance schedule for all manual locking hubs is 24,000 Miles or less. Ultimately, our manual locking hubs will last indefinitely with regular maintenance.

Simply put, all bearings fail from neglect or lack of applying grease in regular intervals. The design of our hubs has simplified maintenance through the ABS access port, making it straightforward and effortless.

Warranty Replacements

All warranty claims must include a Return Merchandise Authorization (RMA) number, which you can request by contacting Support at either 817-429-0105, or by email to support@therammanINC.com



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SPECIAL INSTALLATION NOTES

- **For RAM 4500, 5500, remove the thick wear washer from the stub shaft.**
- **You will not use the large flange nut, save it.**
- **In an emergency, your original parts may be used. Save them.**

IMPORTANT NOTE FOR 3500 DUALY (DRW) OWNERS – PLEASE READ!

We ship factory wheel adapters that have been bored 1/10th of an inch, so they fit over the factory locking mechanisms. This allows us to provide locking hubs for all dually owners. This would not be possible otherwise.

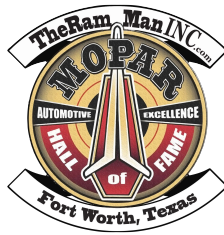
YOU MUST SHIP YOUR 2 WHEEL ADAPTERS BACK TO THERAMMANINC.COM OFFICES (as indicated below), WITHIN 30 DAYS OF RECEIVING YOUR PRODUCTS.

IF YOU FAIL TO SHIP YOUR WHEEL ADAPTERS TO OUR OFFICES WITHIN 30 DAYS, WE WILL CHARGE YOUR CREDIT CARD ON FILE \$450.00 (which is the Dodge Dealer Price for Wheel Adapters). BY NOT RETURNING YOUR WHEEL ADAPTERS WITHIN 30 DAYS, YOU ARE AUTHORIZING THERAMMANINC.COM TO CHARGE YOUR CREDIT CARD \$450.00 FOR THE REPLACEMENT OF THESE ADAPTERS!

Your cooperation in this matter will help our next customer enjoy the same benefits that you have experienced, with a choice of locked or free spin savings mode.

SHIP YOUR WHEEL ADAPTERS TO:

TheRamManINC.com
7200 Winters St.
Fort Worth, TX 76120



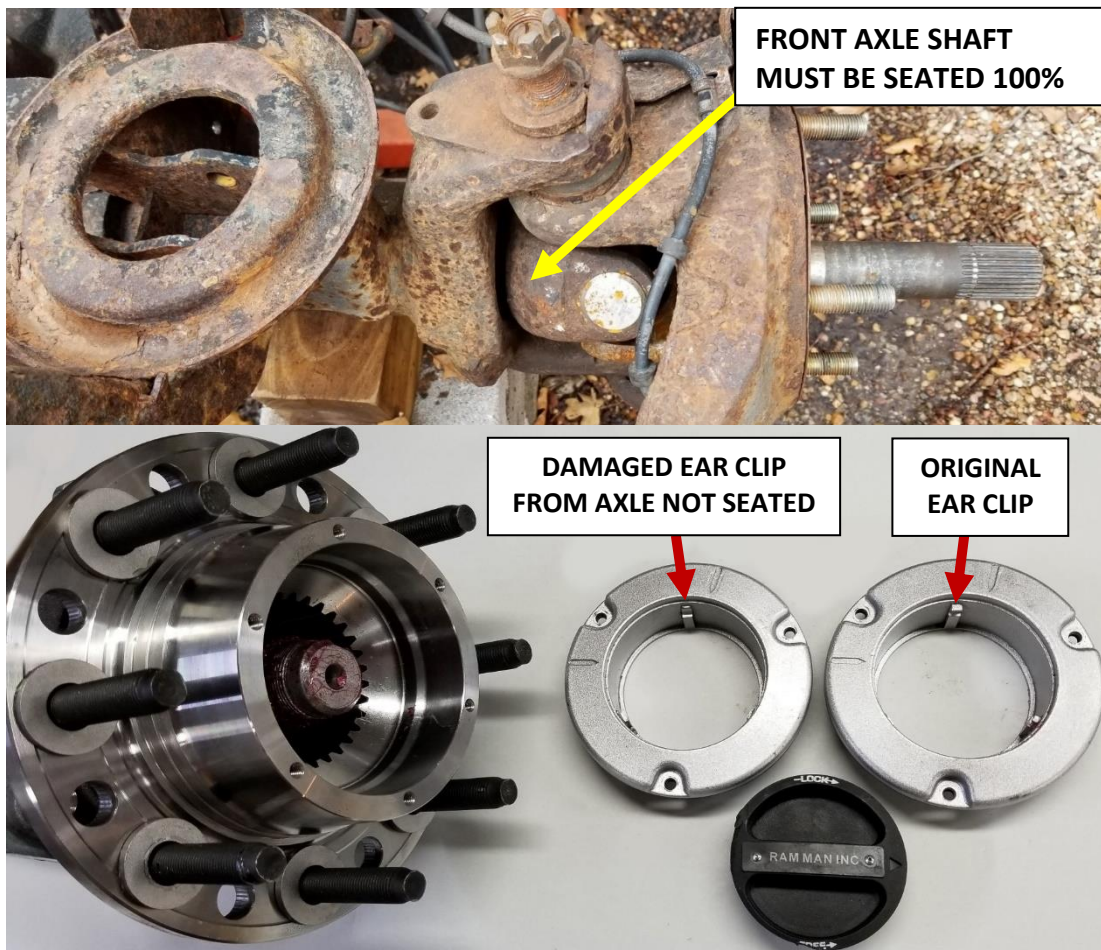
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WARNING!

DO NOT DAMAGE YOUR LOCKERS

Make sure your axles are completely seated in the Ring Gear Carrier. THEY MUST BE PUSHED ALL THE WAY IN! If they are not seated, you could push the locking unit guts out as you slide your new hub on. This has happened to only 2 clients so far. We would have never guessed this condition. Every gear-head we've ever known, knows this is the last thing you check before assembly, some don't. This type of neglectful damage will not be covered under warranty!





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GREASING THE INNER NEEDLE BEARINGS

1994 – 2008 DODGE/RAM 2500 & 3500

Unit Bearing Hubs

All IFS Front Suspension Vehicles

with Constant Velocity Joints

You can easily lubricate the inner bearings with the straw extension and lithium spray grease.

1. Remove switch cap (hex screws).
2. Remove gear body lock ring.
3. Remove gear body.
4. Spray grease, it's fun!

WATCH THIS VIDEO

<https://vimeo.com/230630087>





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THE **1994-1999 HUB DESIGN** IS THE
PRECURSOR TO ALL OTHERS. IT IS UNIQUE
AND DISTINCTIVE IN IT'S DESIGN BY
SEVERAL FACTORS:

1. THE ROTOR DISC MOUNTS BEHIND THE HUB FLANGE, THEREFORE THE HUB ONLY HAS **ONE** REGISTER FOR THE WHEEL.

2. ONLY THE LATER 2 YEARS **1998** AND **1999** HAD THE ABS OPTION ON THE FRONT AXLE
 - a. THE WIRES SHOULD BE SPLICED IN ON THESE MODELS

3. THE **94, 95, 96 & 97** MODELS SHOULD USE HUB PORT PLUGS SUPPLIED.

***CLIENTS WILL REUSE THEIR ORIGINAL ROTORS AND STUDS TO COMPLETE THE INSTALLATION**



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IMPORTANT LUBRICATION NOTES

YOUR UNIT BEARINGS COME PREGREASED

**BE SURE TO GREASE YOUR UNIT BEARING HUBS EVERY 20,000 MILES
(THROUGH THE ABS SENSOR PORT)**

ALWAYS USE HIGH QUALITY LUBRICANT PRODUCTS SUCH AS LUBRIPLATE



Grease Fitting made by:
Performance Tool - Part# W54214



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THE HUB SPACERS

THE STEEL HUB SPACERS ARE TECHNOLOGY USED IN FORMULA ONE AND NASCAR. THIS IS A DESIGN IMPROVEMENT. THE OBJECTIVE IS TO DECREASE CONTACT SURFACE AREA. THE #1 CAUSE OF BEARING DEGENERATION OR FAILURE IS HEAT. THE ROTOR DISC IS THE SOURCE OF HEAT, THEY ARE BEARING KILLERS. THE SPACERS ARE SUPERB INSULATORS.

FACTS:

- 1) THE SPACERS ALLOW CIRCULATING AIR TO HELP COOL DISC AND HUB. ALL ROTOR DISCS ARE VENTED FOR THIS REASON.
- 2) THE SPACERS GREATLY REDUCE THE TOTAL SURFACE AREA OF THE ACTUAL CONTACT OF THE ROTOR DISC WITH BEARING HUB. THIS OF COURSE, SIGNIFICANTLY REDUCES HEAT TRANSFER.
- 3) THE BEARING HUBS RUN MUCH COOLER THAN THE FACTORY O.E.M. DESIGN. THIS, PLUS PROPER GREASING, GREATLY INCREASES STRENGTH AND HUB LIFE SPAN.
- 4) A COOL BEARING WITH PROPER LUBRICATION WILL RUN NEARLY INDEFINITELY. IT'S JUST A FACT.

WAYNE BROWN T.R.M.
CHIEF LOCKING HUB
DESIGNER



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FROM OUR CUSTOMERS

From: Steve
Sent: Tuesday, September 29, 2015 6:29 PM
To: Wayne Brown
Subject: Front Hubs

Hey Wayne, just wanted to say thanks. The hubs work great and look AWESOME. I also put some Ford front hub Caps on part # 5C34-1A096-RC or 5C3Z-1130-HA. They fit tighter than the OEM.

Steve





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IMPORTANT LOCKING MECHANISM INFORMATION

OPERATING INSTRUCTIONS

2-WHEEL DRIVE

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

4-WHEEL DRIVE

- Set both hubs to lock and shift transfer case to four-wheel drive.
- DO NOT drive on pavement or other hard surface roads in LOCK, this can result in severe binding up and damage of the gear train.
- Never drive with one hub only engaged. This can damage front differential and/or locking mechanism.
- Never drive unless the control dials are in either fully locked or fully free position.
- If the hubs are partially engaged, hub and/or locking mechanism damage may result.

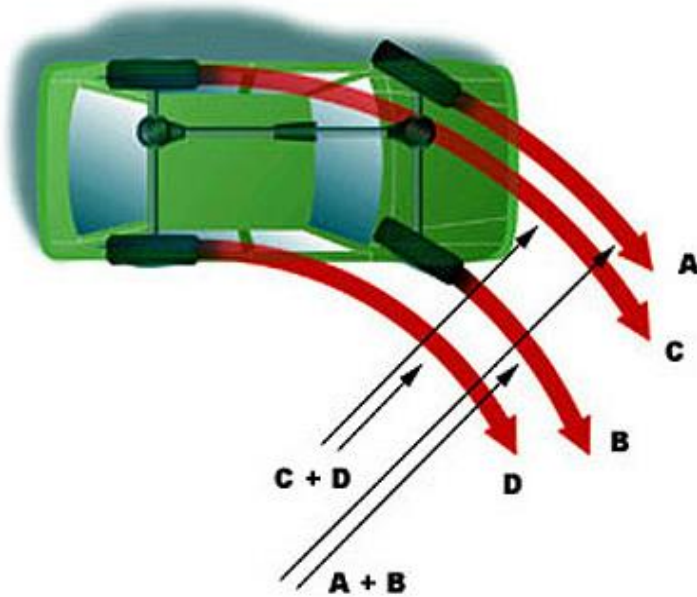
NEVER LEAVE LOCKING MECHANISMS ENGAGED FOR EXTENDED PERIODS OF TIME.

FAILURE TO OBSERVE THE ABOVE INSTRUCTIONS CAN RESULT IN VOIDING YOUR WARRANTY.

WHY 4-WHEEL DRIVE SHOULD NOT BE USED ON PAVEMENT OR CONCRETE

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**Slippery
Low Traction
Surfaces Only!**

If you own a vehicle with part time 4WD the need for different rpm front and rear represents a major problem. The transfer case will power the front and rear drive shafts with same rpm and is not able to satisfy the front axle's need for more rpm. Remember, the combined rpm of front wheels (A+B) is higher than the combined rpm of the rear wheels (C+D). Only full time 4WD systems are able to negotiate the needs of front and rear. They have a transfer case with a built-in differential. A transfer case with a differential has its own drawbacks, just like an axle with an open differential (no locker / limited slip). It can supply power to the axle with the least amount of traction.

So, with part time 4WD engaged your front wheels are forced by good traction on the ground to rotate faster than the rear - but since the front drive shaft delivers only the same rpm as to the rear there is a fight between front wheels and rotational force coming from the front drive shaft. The front drive shaft in effect tries to slow down the front wheels.

The slowing effect caused by front wheels stresses all components between wheels and the transfer case. It causes mechanical components to bind instead of moving freely - this situation is called "axle binding," "driveline binding" or "driveline wind up." **Continued 4WD use on dry surfaces will cause the weakest links to break** (U-Joints, axles, differential gears, transfer case gears and chains, bearings, drive shafts).



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SEE OUR HELPFUL TROUBLESHOOTING AND MAINTENANCE VIDEOS

1. TIMKEN LOCKING HUB REAR BEARING REPLACEMENT FOR STUB SHAFT
<https://vimeo.com/187398808>
2. WARN LOCKING HUB LUBRICATION MAINTENANCE
<https://vimeo.com/182917388>
3. HOW TO CHECK LOCKING HUB ENGAGEMENT
<https://vimeo.com/187219717>
4. TRM LOCKING HUBS NEEDLE BEARING REPLACEMENT
<https://vimeo.com/181079986>
5. LOCKING HUB WHEEL ADAPTERS TUTORIAL
<https://vimeo.com/177605116>
6. 1994-2008 DODGE RAM LOCKING HUB ASSEMBLY
<https://vimeo.com/173958597>
7. 1994-1999 DODGE RAM ABS WIRE INSTALLATION
<https://vimeo.com/169610153>
8. WARN HUB CAGE REMOVAL
<https://vimeo.com/170198804>
9. THRUST BEARING REMOVAL PROCESS
<https://vimeo.com/170198218>
10. DODGE RAM LOCKING HUB WHEEL COVERS
<https://vimeo.com/169312323>
11. 2006 DODGE RAM 2500 CUSTOMER INSTALL
<https://vimeo.com/169255375>



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The Ram Man REFER-A-FRIEND PROGRAM

**EARN \$100 FOR EVERY BUYING
CUSTOMER YOU REFER ON OUR
LOCKING HUB CONVERSION KITS!**

Simply hand out this flyer (with your name and phone filled out below) to your fellow truck owners. Be sure that they mention your full name and address as a referral. We keep records of all Locking Hub Sales, so we will have your contact information on file from your previous purchase. Once the customer has placed their order, we will contact you to let you know your check is on the way! It's that simple!

Timken Greasable Hubs
Proven Unit Bearing Design
100% ABS Compatible
Easy Bolt-On One Piece Assembly
Quick & Simple 2-3 Hour Install
Flush Lockers (Do NOT Stick Out)
Mile Marker & Warn 4x4 Lockers



Timken Greasable Hubs

4x4 Locking Hubs

VIDEOS AT

TheRamManINC.com

817-429-0105

info@TheRamManINC.com

Wayne - Ft. Worth TX 76120

\$100 EASY MONEY! **REFER-A-FRIEND EARN \$100**

If you refer a friend or family member, and they purchase one of our Locking Hub Conversion Kits, WE'LL SEND YOU A CHECK FOR \$100 (customer must mention your name and phone number when placing their order).

REFERRED BY (WRITE YOUR NAME)

PHONE (WRITE YOUR PHONE NUMBER)



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The Ram Man Video Program

**EARN \$100 FOR SENDING US A
SHORT VIDEO OF OUR TRM
LOCKING HUBS ON YOUR TRUCK!**

All you have to do is take a short video discussing your TRM hubs and we will mail you \$100! It's easy, the video only needs to be 45-60 seconds long and show your locking hubs installed on your truck.

You can discuss your opinions about the product, service, the install process or your overall experience. Just send it to us and we will send you \$100!

All we ask is that you take the video and send it to us so that we can share it with others!

**WATCH THESE EXAMPLE VIDEOS
ON OUR YOUTUBE CHANNEL:**

You  [THE RAM MAN INC](https://www.youtube.com/channel/UC...)

The first video is titled "**PHILIPPE CUSTOMER TESTIMONIAL 4x4 LOCKING HUBS FOR SALE**" and is an example of a customer testimonial video:

<https://www.youtube.com/watch?v=4lgQVPIJE2I>

This second video is titled "**TRM SENDS CASH**" and is The Ram Man sending that same customer a \$100 for sending in his video: _____

<https://www.youtube.com/watch?v=pBnd7UBEuB0>



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THE RAM MAN INSTALLATION DISCLAIMER

PLEASE READ!

We assume owners have service manuals for their vehicles. Reprints are available on the internet for approximately \$30 to \$40.

We also assume owners are competent (having mechanical sense and experience), or have the good common sense to seek qualified help when needed.

THE RAM MAN IS NOT RESPONSIBLE FOR IMPROPER INSTALLATIONS OR ANY DAMAGE THAT COULD POSSIBLY RESULT FROM AN IMPROPER INSTALLATION.

IF YOU ARE NOT QUALIFIED TO INSTALL OUR PRODUCTS PROPERLY, PLEASE HAVE YOUR INSTALLATION PERFORMED BY A QUALIFIED MECHANIC.



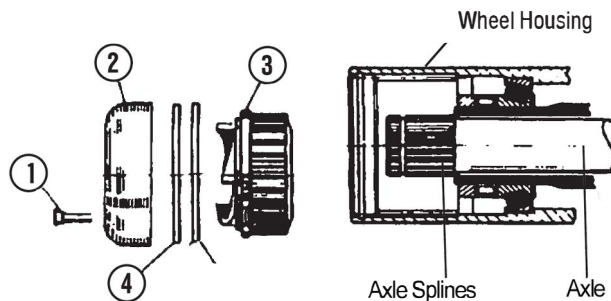
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1994 - 2008 DODGE / RAM 2500 & 3500

INSTALL LISTED PARTS ON YOUR VEHICLE:

ITEM	DESCRIPTION
1	ALLEN HEAD SCREW
2	CAP ASSEMBLY
3	BODY ASSEMBLY
4	LOCK RING
5	SPIROLOX



STEP BY STEP INSTALLATION INSTRUCTIONS:

1. Remove vehicle's existing hub assembly.
2. Set aside removed components.
3. Clean and remove corrosion from the wheel housing, paying close attention to locking ring groove.
4. Put a light coat of motor oil on the axle shaft and the wheel housing splines.
5. Insert the Mile Marker body assembly (item 3) into the wheel housing. Line up the axle splines first, then rotate the outside of the body assembly until the wheel housing splines line up. Then slide it in. You may need to lift the axle up slightly to center wheel bearing free play.
6. Install the spirolox (Item 5) and large snap ring (item 4) into the groove of the wheel housing. These hold the body assembly into the housing. (See installation instructions for spirolox on next page).
7. You do NOT have to use both the spirolox and the large snap ring, both of them can be used alone.
8. **CAP TIMING: SET THE DIAL ON THE CAP ASSEMBLY TO FREE. PLACE THE CAP ASSEMBLY OVER THE OPENING ON THE WHEEL HOUSING. ENSURE THE ENDS OF THE CAP SPRINGS ARE LINED UP WITH THE BASE OF THE RAMPS ON THE CAP.**
9. Install the six Allen head screws.
10. Turn dial to lock, then back to free, ensuring the assembly moves freely.

SERVICE INSTRUCTIONS:

Hubs should be serviced at the same time as wheel bearings. Clean and coat with motor oil. The hubs should never be packed with grease. We recommend checking the wheel bearing adjustment and the locknut torque to be sure they are within the vehicle manufacturer's specifications. For best use, engage hubs for a minimum distance of one mile per month.

You Tube Video instructions for hub installations are also on our Youtube page - www.YouTube.com/user/TheRamManI01



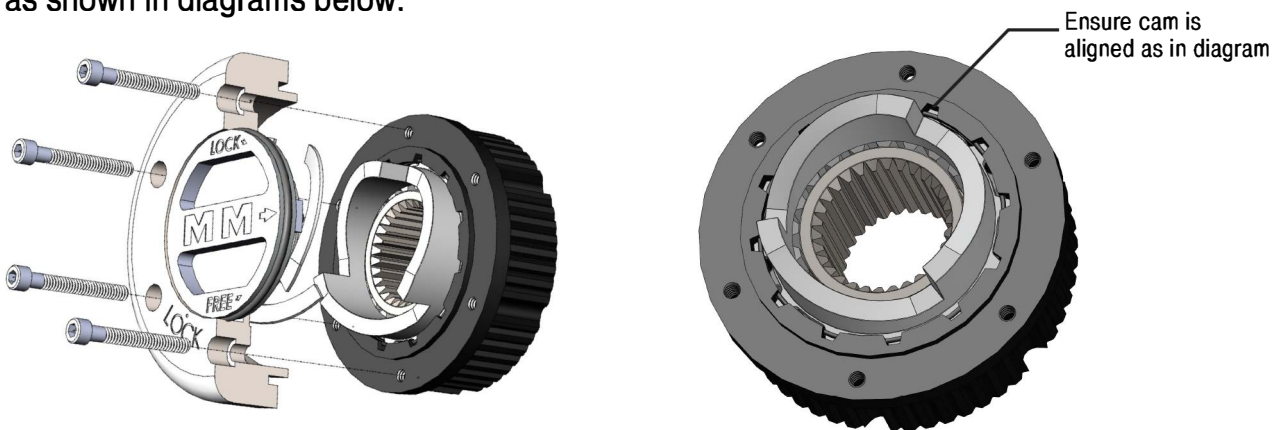
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1994 - 2008 DODGE / RAM 2500 & 3500

BASE ASSEMBLY SERVICE:

If the base assembly requires service, disassemble and clean. Put a light coat of bearing grease on the axle gear. When the cam assembly is put back together, ensure it is aligned with the cap screw holes as shown in diagrams below.



OPERATING INSTRUCTIONS:

- **2-WHEEL DRIVE:** Both control dials set to free position and transfer case in two-wheel drive.
- **4-WHEEL DRIVE:** Set both hubs to lock and shift transfer case to four-wheel drive. **DO NOT** drive on pavement or other hard surface roads 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 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 occur.

1. After you have installed the locker base assembly in the truck, you then need to install the spirolox (large lock ring).
2. Grasp the spirolox and spread it apart with your fingers. Angle the entire lock ring away from the face of the body assembly so that the inboard can be inserted into the ring groove in the truck.
3. Maintain the angle and continue to insert the lock ring in a spiral manner until the lock ring is installed.
4. To remove the lock ring, insert a screw driver into the raised edge of the spirolox and lift up. Using a circular motion go around the hub following the groove until removed.



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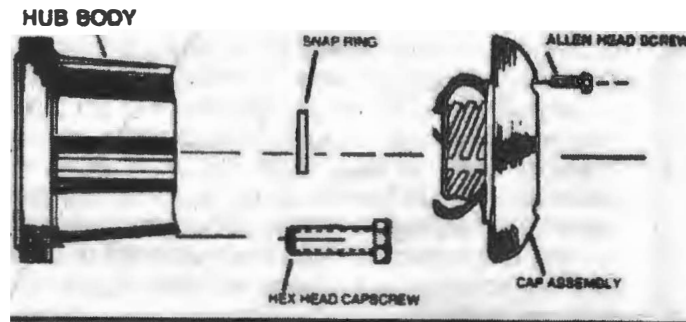
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ALL IFS FRONT SUSPENSION VEHICLES WITH CONSTANT VELOCITY JOINTS

LOCKING MECHANISM INSTRUCTIONS

INSTALLATION

1. Remove cap from Body Assembly.
2. Install Hub Body on wheel using cap screws.
3. Install Snap Ring.
4. Install cap with six cap screws.



NOTE: When reassembling your hubs, make sure that the spring pin is in alignment with the wide-slot groove. If it does not turn, place it in the other wide-slot groove on the opposite side.

SERVICE INSTRUCTIONS:

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

OPERATING INSTRUCTIONS:

- **2-WHEEL DRIVE:** Both control dials set in free position and transfer case in two-wheel drive.
- **4-WHEEL DRIVE:** Set both hubs to lock and shift transfer case to four-wheel drive. **DO NOT** drive on pavement or other hard surface roads in LOCK. This can result in severe binding up and damage of the gear train.
- **Never** drive with one hub only engaged, this can damage 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.