

SECURING REAR AXLE ASSEMBLY

Locking down the rear axle of your chassis is a vital step in the assembly process. If this is done incorrectly, the axle will be allowed to move from side to side and thus cause multiple problems. In addition, where and how you secure the rear axle is just as important as locking the axle down entirely. Locking the axle down in various locations can have varying effects on how your chassis performs.

Obviously, there are several ways to lock the rear axle down, however, we strongly suggest following the below procedure for the most advantageous results.

- We recommend securing the the axle by drilling and “pinning” the axle bearing to the side of the axle where the brake caliper and rotor is located. In order to do so, we recommend using one of the set screw holes in the flange of the bearing. PRC axles are pre-drilled but if yours isn't, drill the axle and simply run a machined set screw (PN 1115052) down through the flange of the bearing and into the axle.
- We recommend placing one axle collar on each side of the opposite (non-pinned) bearing. Be sure to locate your axle in the position that you desire and tighten each collar evenly. There should be NO clearance between the bearing and axle collar.
- Aluminum axle collars will often become worn or cracked from use. If the collars have cracked in some way, they will no longer be able to secure the axle in the manner in which they were designed. Be sure to replace any axle collars if they have become cracked or damaged.
- By securing the axle in this manner you are ensuring that it will not slide from side to side. In conclusion, taking the proper steps to secure your rear axle can save you a large amount of time and headaches later on. This process will ensure that the axle does not move from side to side and yet it still allows the chassis to flex and perform in the manner in which it was designed.

Please see the below illustration for an example.

