

# Instructions for Locking Halfshaft Bolts

## **Kit Contents**

Each Kit contains the following parts  
(refer to Picture 1)

- 6 Bolts
- 6 Tabs
- 7 C-clips (1 is a spare)



*Picture 1 – Kit Contents*

## **Application**

This Kit is for all years and models of Hummer / H1 trucks and HMMWVs. This kit works without modification on standard and heavy halfshafts.

This Kit contains parts for securing one halfshaft to the differential. Each kit includes one spare C-clip.

## **Warranty & Liability**

Use this Kit and these instructions completely at your own risk. No warranty is stated or implied. No suitability for any purpose or application is stated or implied. The Hummer name is ® GM and/or AM General. (My lawyer made me add this part.)

## **Tools and Supplies**

- 10mm 12-point socket, wrench, or torque adapter
- Torque wrench, 50 lb-ft minimum
- Narrow nose pliers (removal)
- Slip notch pliers (installation)

## **Acknowledgements and Patents**

The components in this Kit were developed and manufactured exclusively for BlueHummer Outfitters by Stage 8 Locking Fasteners using their patented locking fastener technology.

## **Notes**

- The tabs prevent loosening of the bolts. The C-clips retain the tabs. Any C-clip of suitable size may be used if the originals are lost.
- Narrow nose pliers are recommended for removing the C-clips to reduce the likelihood of losing them.
- Slip notch pliers are recommended for installing the C-clips. Their use will minimize the chance of losing the clip.
- The C-clips are attracted to magnets, which may aid in recovery of dropped clips. (The bolts are also attracted to magnets, though the tabs are not.)
- No threadlocker, washer, or lock washer is required. All parts are reusable.
- Use care when installing the tabs. Be sure to install them as shown. Installing them on the wrong sides of the bolts will not secure the bolts. Bad things may happen as a result.
- The tabs are manufactured with a slight bend. They must be installed such that the tip is aligned with the shoulder of the adjacent bolt. Refer to the pictures in these instructions.
- A slight gap between the tip of the tab and the adjacent bolt shoulder is acceptable. Up to about 1/16" is OK. (This is approximately the thickness of the tabs.) A larger gap may cause the tab to contact the brake yoke.
- A minimum of 48 lb-ft (dry, or unlubricated) is required to properly secure the halfshaft and rotor to the differential flange. All bolts should first be torqued to about 50 lb-ft, then tightened more as required for correct fit of the tabs. If a bolt is over-tightened (turned too far) it should first be loosened about 1/8 turn, then retightened to the correct position.

## ***Installation***

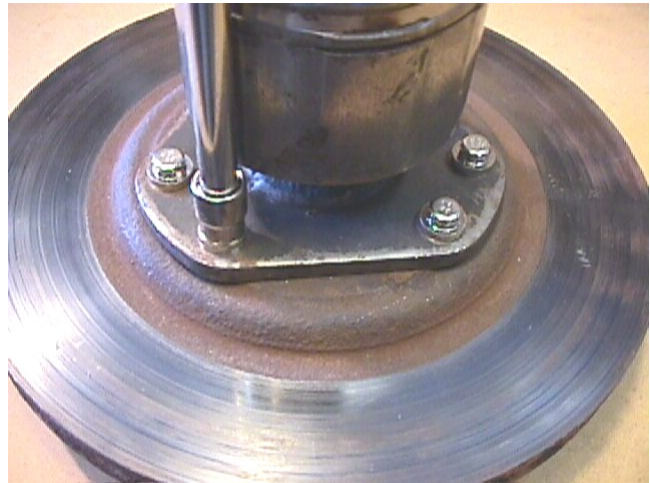
Follow these steps carefully to ensure correct installation and retention of the halfshaft bolts.

1. Install all 6 halfshaft bolts. (Picture 2)

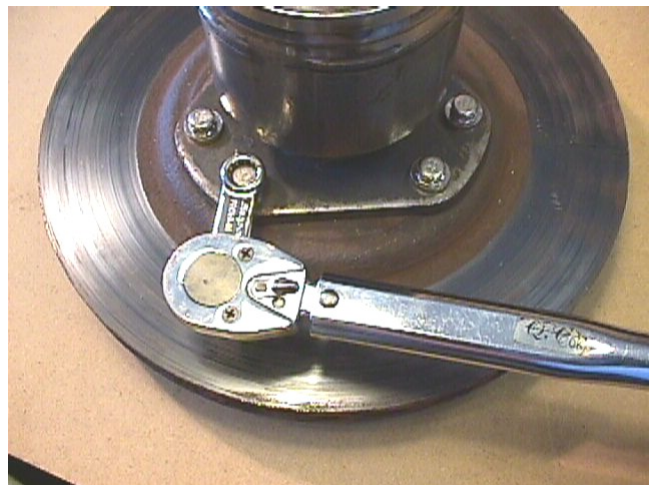


*Picture 2 – Install Bolts*

2. Torque all bolts to about 50 lb-ft. (Pictures 3 and 4)



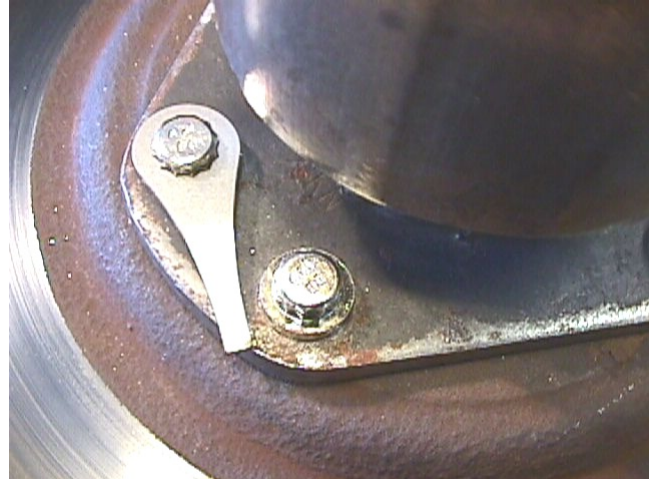
*Picture 3 – Torque the Bolts (socket)*



*Picture 4 – Torque the Bolts (torque adapter)*

3. Install tabs in pairs.

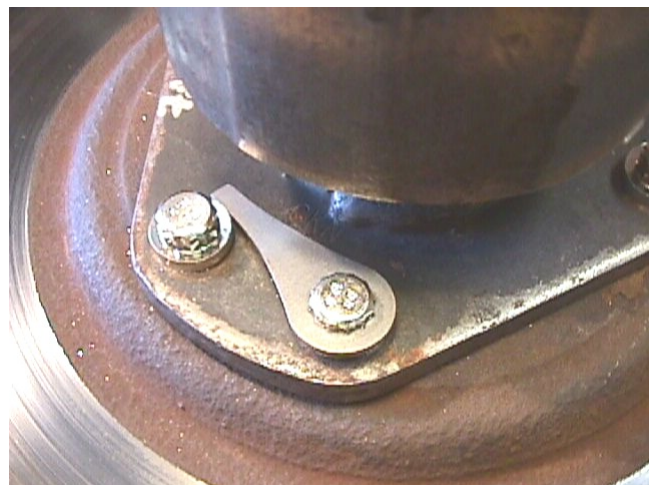
- Test-fit a tab on each bolt in turn to see how much more it may need to be tightened. (Pictures 5 through 7)
- Install the tab with the bend going downward. When fully seated, the tip should align with the shoulder of the adjacent bolt.
- Always tighten (not loosen) the bolt until the tab fits properly.
- If a bolt is over tightened (turned too far) loosen it about 1/8 turn and tighten it again to the correct position.
- Picture 5 shows a gap between the tab and the bolt on the right. A small gap (up to about 1/16", or about the thickness of a tab) is acceptable. **The gap shown in Picture 5 is too large.** This bolt should be tightened until the tab can be installed with a smaller gap.
- Picture 6 shows that the tab on the left just touching the bolt on the right. The tab should slide easily on and off the bolt without binding.
- Picture 7 shows the tab on the other bolt. This tab is also just touching the bolt.



Picture 5 – Test-fit Tab, *gap too large*



Picture 6 – Test-fit Tab, *correct*



Picture 7 – Test-fit Tab, *correct*

4. Picture 8 shows a pair of tabs in position. **Be certain to install them as shown.**

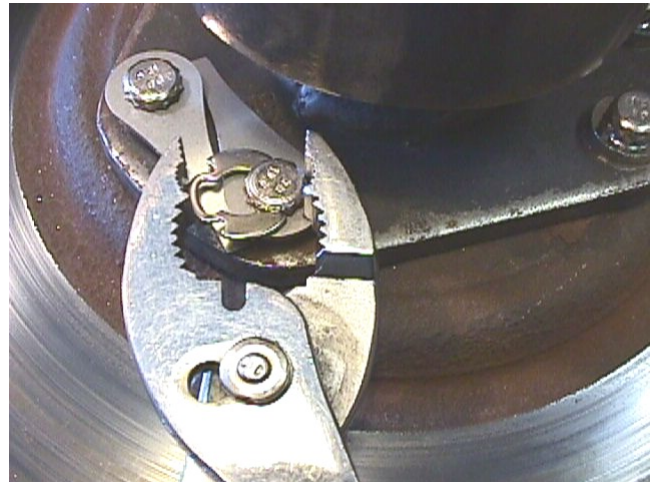
- If the tip of the tab is on the wrong side of the bolt, the tab will not secure the bolt.
- The tabs should be installed with the tip bent downward so that it is aligned with the shoulder of the other bolt.
- If both tabs are aligned closely to the bolts, it may be necessary to slide both tabs over the bolts at the same time.



*Picture 8 – Installing the tabs*

5. Install the C-clips on both bolts.

- Position the C-clip as shown in Picture 9.



*Picture 9 – Position the C-clip*

- Gently press the C-clip into position as shown in Picture 10.
- When properly installed, the C-clip should move (rotate) easily.

6. Install remaining pairs of tabs and clips in the same way (steps 3 through 5).

7. Rotate the brake rotor and check to be sure that the tips of the tabs do not contact the brake yoke or any other stationary parts.



*Picture 10 – Clips installed*

## **Removal**

Follow these steps when removing the halfshaft bolts. All parts are reusable.

1. Remove the C-clips and tabs.
  - Position the narrow nose pliers as shown in Picture 11. Firmly grab the clip and pull it off of the bolt.
  - Hold the clip tightly so that you don't lose it as it comes off.
  - Tabs can sometimes be removed more easily in pairs.
2. Remove the bolts.



*Picture 11 – Position the Pliers*

**BLUEHUMMER OUTFITTERS**

**WWW.BlueHummer.COM**

6732 W. Coal Mine Ave. Suite 101  
Littleton, CO 80123-4573 USA

Dave Breggin  
[Dave@BlueHummer.com](mailto:Dave@BlueHummer.com)  
Phone: 303-798-5518  
FAX: 303-794-9627

Unique and  
Hard-to-find items  
for your  
Hummer® Vehicle