DROP SPINDLES INSTALL

REMOVE STOCK SPINDLES
1. RAISE THE FRONT OF THE VEHICLE AND PLACE FLOOR STAND UNDER THE FRONT LIFT POINTS. DO NOT PLACE FLOOR STANDS UNDER THE LOWER CONTROL ARMS BECAUSE SPRING TENSION IS NECESSARY FOR BREAKING THE BALL JOINT STUDS.
2. UNBOLT AND REMOVE TIRES, REMOVE CALIPERS, & SUPPORT WITH A PIECE OF WIRE TO PREVENT DAMAGE TO THE BRAKE LINE.
3. REMOVE HUB DISC ASSEMBLY.
4. REMOVE BOLTS ATTACHING SPLASH SHIELDS TO Knuckle.
5. REMOVE TIE ROD ENDS FROM KNUCKLE AND KNUCKLE SEAL.
6. REMOVE BALL JOINT STUDS FROM KNUCKLE USING THE FOLLOWING PROCEDURE.
   A. PLACE FLOOR JACK UNDER THE CONTROL ARM SPRING SEAT & RAISE TO SUPPORT CONTROL ARM.
   B. REMOVE CotTER PINS AT BALL JOINTS & LOOSEN NUTS 2 TURNS.
   C. TAP KNUCKLE WITH MALLET TO FREE BALL JOINT OR USE BALL JOINT SEPARATOR.
   D. REMOVE BALL JOINT NUTS ON UPPER AND LOWER BALL JOINT MOUNTS.
   E. RAISE THE UPPER CONTROL ARM BY HAND AND DISENGAGE THE BALL JOINT STUD FROM THE KNUCKLE.
   F. INSPECT BALL JOINT AND TIE ROD ENDS FOR WEAR OR DAMAGE.
INSTALL NEW SPINDLES:
1. SET NEW DROP SPINDLE OVER THE BALL JOINT STUD IN THE LOWER CONTROL ARM, ATTACH THE UPPER CONTROL ARM BALL JOINT, AND INSTALL THE CASTLE NUTS.
2. TIGHTEN TO FACTORY SPECS (90 FT. LBS) AND SECURE WITH NEW CotTER PINS.
3. INSTALL SPINDLE SEAL.
4. INSTALL SPLASH SHIELD.
5. INSERT TIE ROD INTO SPINDLE, AND TIGHTEN TO FACTORY SPECS, INSTALL NEW CotTER PINS.
6. INSTALL Hub DISC ASSEMBLY AND ADJUST WHEEL BEARING. USE ONLY NEW CotTER PINS.
7. INSTALL DISC BRAKE CALIPER.
8. ROTATE STEERING LOCK TO LOCK UNDER FULL WEIGHT OF VEHICLE AND FULL SUSPENSION TRAVEL TO DETERMINE THAT THERE ARE NO CLEARANCE PROBLEMS BEFORE MOVING VEHICLE.
9. THE SHADED AREA OF THE CONTROL ARM INDICATES THE INTERFERENCE WHERE WHEEL RIM CONTACT WILL OCCUR WHEN WHEELS WITH MORE THAN 3 1/2 INCHES OF BACKSPACING ARE USED. THE INSTALLED LOWER CONTROL ARM HAS HAD ITS SHADED AREA REMOVED TO PROVIDE CLEARANCE FOR NON RECOMMENDED WHEELS.
10. ALIGN FRONT END. A FRONT END ALIGNMENT KIT MUST BE INSTALLED FOR #85 CHEVY C-15 AND EARLIER TRUCKS TO ALIGN THE FRONT END. THIS KIT IS AVAILABLE THROUGH THIS COMPANY OR YOUR LOCAL G.M. DEALER. WE HIGHLY RECOMMEND FOR YOUR SAFETY AND TO AVOID TIRED Wearing. THIS KIT BE INSTALLED WHEN YOU INSTALL YOUR SPINDLES.

MAZDA
1. REMOVE ORIGINAL BALL JOINT.
2. CUT OFF METAL RAISED AREA ON THE ORIGINAL CONTROL ARM TO ALLOW NEW REPLACEMENT BALL JOINT TO SEAT.
3. NOTE THAT NEW BALL JOINT ASSEMBLY IS INSTALLED IN THE OPPOSITE DIRECTION.

NISSAN
1. SOME MODELS (#46-72/73) REQUIRE 1/4" SPACERS PLACED UNDER THE CALIPER MOUNTING BRACKETS.
2. BRAKE LINE RELOCATORS ARE SUPPLIED WITH THE SPINDLES.

DODGE RAM
1. A DODGE RAM SPINDLE INSTALL IS FAR MORE OF A CHALLENGE THAN A CHEVY. AS WITH MOST CHEVYS, YOU WILL HAVE TO TRIM THE LOWER CONTROL ARM TO FACILITATE WHEEL CLEARANCE WITH MOST WHEELS.
2. THE ORIGINAL FACTORY BALL JOINTS ARE MOUNTED FACING TOWARDS THE GROUND IN THE FACTORY ARMS. THE NEW ONES FACE UP.
3. THESE WILL BE DISCARDED AS YOU MUST USE TRW#10284. MOOG OR MQ QUAY NORRIS C-10 CHEVY BALL JOINTS. WE SUPPLY A 3/8" STEEL GUSSET THAT THE BALL JOINT IS PRESSED INTO. AFTER WELDING IN PLACE, THIS PROVIDES FAR MORE STRENGTH THAN THE FACTORY ARM, AND MORE THAN COMPENSES FOR ANY MATERIAL THAT MIGHT BE TRIMMED OFF THE LOWER CONTROL ARM TO CLEAR WHEELS.
4. IF YOU ARE INSTALLING LOWERED COILS WITH CONTROL ARMS OR SPINDLES, YOU MUST CUT OFF 3" FROM THE OE BUMP STOP. THEN WELD NEW STOP IN PLACE. ANY RAM LOWERED OVER 2" SHOULD REPLACE X-MEMBER TO GAIN GROUND CLEARANCE.
5. UPPER CONTROL ARM MUST BE PURCHASED IF LOWERING 3" WITH SPRINGS.