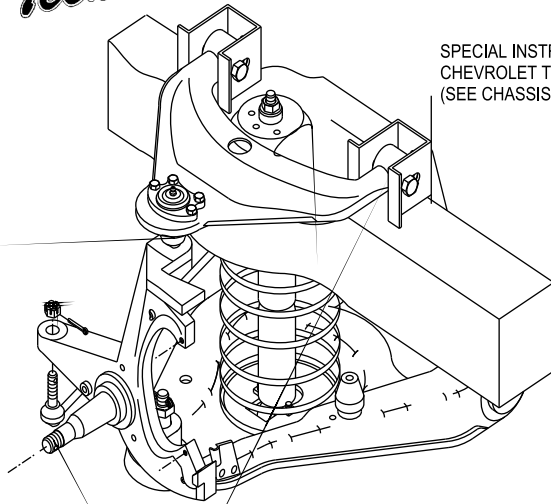


DROP SPINDLES INSTALL



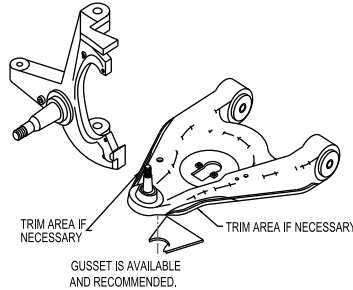
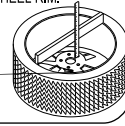
SQUARE NOSE CHEVY (1960 - 1991)

SPECIAL INSTRUCTIONS FOR 1999 AND NEWER CHEVROLET TRUCKS AVAILABLE ONLINE (SEE CHASSISTECH.COM FOR MORE)



MEASURING BACKSPACING

BACKSPACING DIMENSIONS ARE CALCULATED BY MEASURING FROM THE WHEELS MOUNTING FLANGE TO THE TOP OF THE INSIDE WHEEL RIM. WHEELS WITH MORE THAN 3.50 INCHES OF BACKSPACING WILL COME IN CONTACT WITH LOWER CONTROL ARM.



1960-70 C10 1/2 TON CHANGE UPPER BALL JOINT & DISC BRAKES FROM 73-80 C10 1 RING MACHINED ON SHAFT.	PART #6020 1.25" THICK ROTORS INNER BEARING 1.375"
1971-72 C10 1/2 TON CHANGE UPPER BALL JOINT AND 1 RING MACHINED ON SHAFT. TIE RODS FROM 73-87 C10	PART #6001 1.25" THICK ROTORS INNER BEARING 1.375"
1973-80 C10 1/2 TON 1 RING MACHINED ON SHAFT.	PART #6001 1.25" THICK ROTORS INNER BEARING 1.375"
1981-87 C10 1/2 TON (WITH SMALL 1" ROTOR) 3 RINGS MACHINED ON SHAFT. (SMALL/LARGE/SMALL)	PART #6000 1" THICK ROTORS INNER BEARING 1.25"
1981-87 C10 1/2 TON (WITH LARGE 1.25" ROTOR) 1 RING MACHINED ON SHAFT.	PART #6001 1.25" THICK ROTORS INNER BEARING 1.375"
1973-87 C20/30 (WITH BOLT ON CALIPERS) FOR 8 HOLE WHEELS ONLY.	PART #6009 INNER BEARING 1.625"
1973-87 C20/30 (WITH CLIP ON CALIPERS) FOR 8 HOLE WHEELS ONLY.	PART #6010 INNER BEARING 1.625"
1988-91 C10 SUBURBAN AND BLAZER TWO WHEEL DRIVE 5/6 HOLE WHEELS ONLY 1 RING MACHINED ON SHAFT.	PART #6001 INNER BEARING 1.375"
1988-91 C20/30 CREW CAB, SUBURBAN, AND BLAZER 8 HOLE WHEELS WITH BOLT ON CALIPERS.	PART #6009 INNER BEARING 1.625"
1988-91 C30/35 CREW CAB, SUBURBAN, AND BLAZER 8 HOLE WHEELS WITH CLIP ON CALIPERS.	PART #6010 INNER BEARING 1.625"

ROUND NOSE CHEVY (1988 - 1997)

1988-91 C15 CHEVY STANDARD CABS WILL NOT FIT KING CAB AND 454 SS HD SUSPENSIONS 3 RINGS APPEAR ON MACHINED SPINDLE SHAFT.	PART #6003 1" THICK ROTORS INNER BEARING 1.25"
1988-91 C15/25 KING CAB AND 454 SS HD SUSPENSION 5/6 HOLE WHEELS ONLY 7 RINGS APPEAR ON MACHINED SPINDLE SHAFT.	PART #6007 1.25" THICK ROTORS INNER BEARING 1.375"
1992-96 C15/25 ALL INCLUDING KING CAB AND 454 SS 5/6 HOLE WHEELS ONLY 7 RINGS APPEAR ON MACHINED SPINDLE SHAFT.	PART #6007 1.25" THICK ROTORS INNER BEARING 1.375"
1988-91 C35/25 (ROUND NOSE NEW BODY ONLY) 8 HOLE WHEELS ONLY NO RINGS APPEAR ON SHAFT.	PART #6008 INNER BEARING 1.625"
1992-97 C35/25 (CREW CAB AND ALL 8 HOLE WHEELS) NO RINGS APPEAR ON SHAFT.	PART #6008 INNER BEARING 1.625"

CAUTION

THE BRAKE LINE ELBOW MUST BE GENTLY BENT BY HAND TO ALLOW THE BRAKE LINE TO CLEAR THE UPPER BALL JOINT. BE CAREFUL NOT TO DAMAGE THE LINE OR FITTING. DO NOT USE PLIERS, THEY WILL CAUSE DAMAGE. WHEELS WITH MORE THAN 3 1/2 INCHES OF BACKSPACING, INCLUDING THE FACTORY 17 INCH STEEL AND ALUMINUM WHEELS, WILL INTERFERE WITH THE LOWER CONTROL ARM WHICH IMPAIR THE VEHICLES STEERING AND ARE STRONGLY CAUTIONED AGAINST. WE RECOGNIZE THAT IT IS A COMMON PRACTICE TO TRIM THE LOWER CONTROL ARM TO ELIMINATE THE RIM CONTACT AREAS TO PROVIDE CLEARANCE FOR WHEELS WITH MORE THAN 3 1/2 INCHES OF BACKSPACING. WE HAVE NOT DETERMINED THE AFFECT OF SUCH MODIFICATIONS. ANY PERSON MODIFYING STOCK COMPONENTS DOES SO AT THEIR OWN RISK. A REINFORCEMENT GUSSET IS AVAILABLE AND RECOMMENDED. FOR 88 CHEVY C-35 YOU WILL NEED AN UPPER BUMP STOP FROM AN 89 OR LATER C-35.

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 NEEDED TO ASSIST IN 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 PIN.
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 88-89 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 TIRE WEAR, THAT 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.

NISSAN

1. SOME MODELS (84-86 720'S) REQUIRE 1/4" SPACERS PLACED UNDER THE CALIPER MOUNTING BRACKETS.

ISUZU

1. SOME MODEL'S REQUIRE 1/8" SPACER 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#10264, MOOG, OR MC 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 COMPENSATES FOR ANY MATERIAL THAT MIGHT BE TRIMMED OFF THE LOWER CONTROL ARM TO CLEAR WHEEL.
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