

STOP

-- READ THIS FIRST --
MUST USE 17" OR LARGER RIMS

4-WHEEL DRIVE

INSTRUCTIONS FOR MCGAUGHY'S PART#2003T-4WD SPINDLES

(PATENT PENDING)

USE SAFTY !!

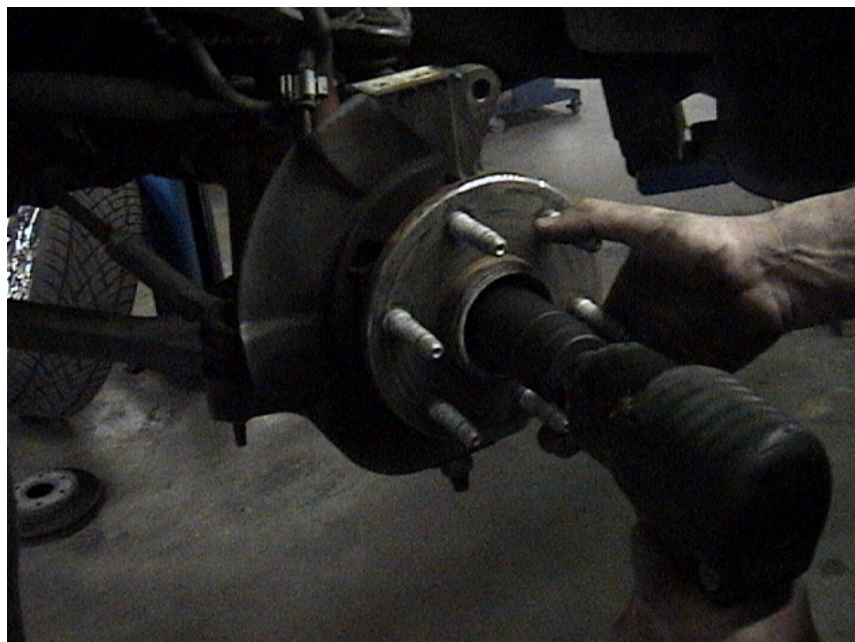


ALWAYS USE PRPER TOOLS AND SAFETY PRECATUIONS AFTER FOLLOWING REPAIR MANUAL INSTRUCTIONS TO REMOVE CALIPER AND ROTOR FOLLOW THESE STEPS

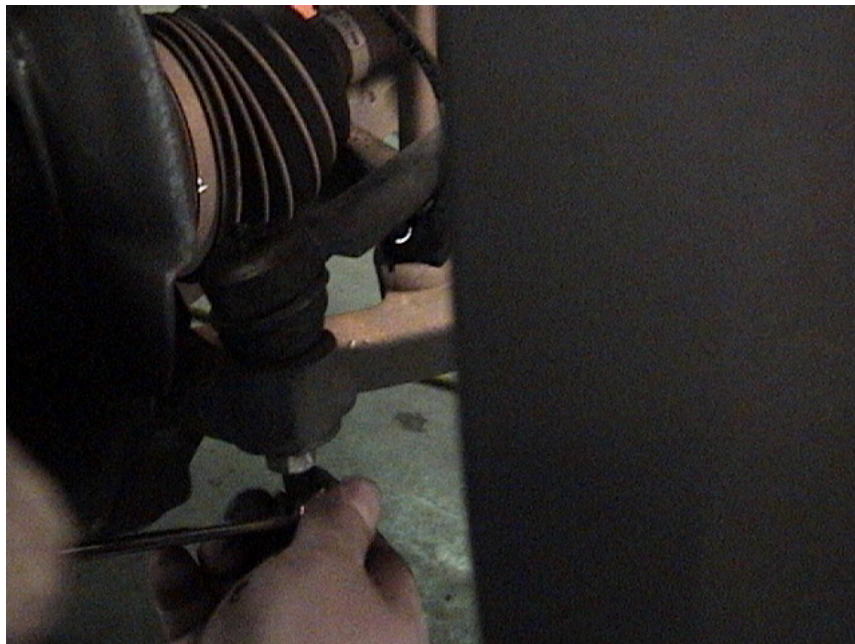
1. DISCONNECT ABS SENSOR PLUG FOR ASSEMBLY HUB ASSEMBLY. I ALSO BUNGEE THE CALIPERS TO THE UPPER CONTROL ARM SECURE AND OUT OF THE WAY.



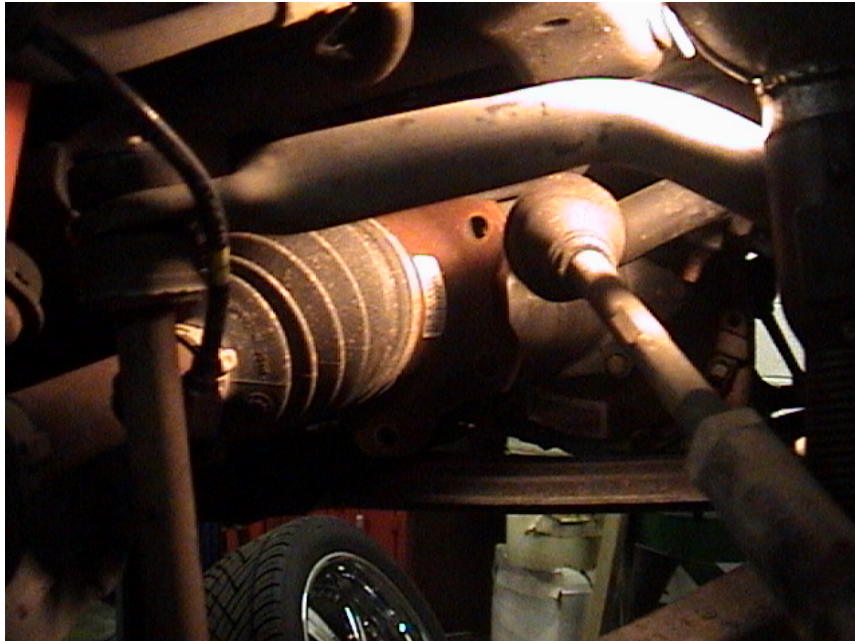
2. REMOVE HUB ASSEMBLY FROM SPINDLE.



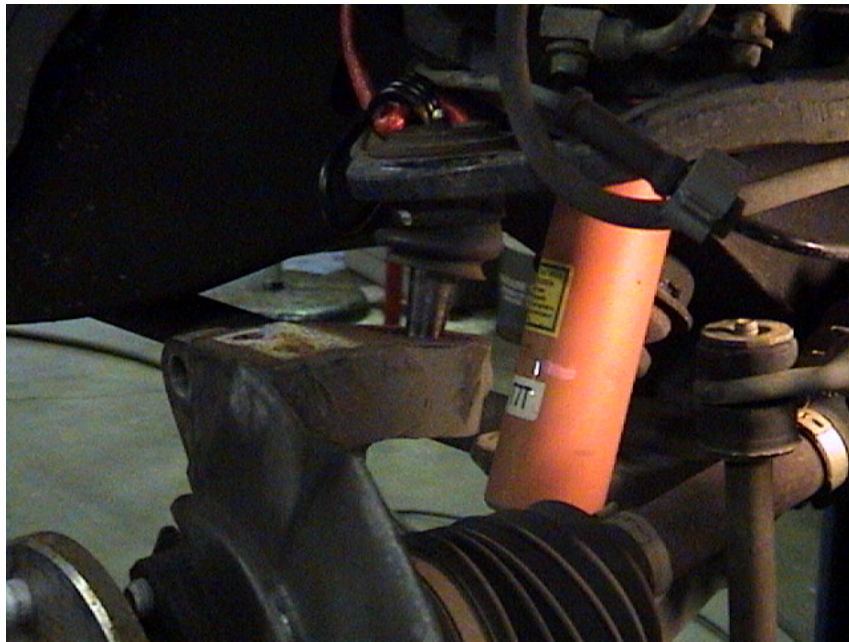
3. RELEASE PRESSURE ON SUSPENSION TORSION BAR.



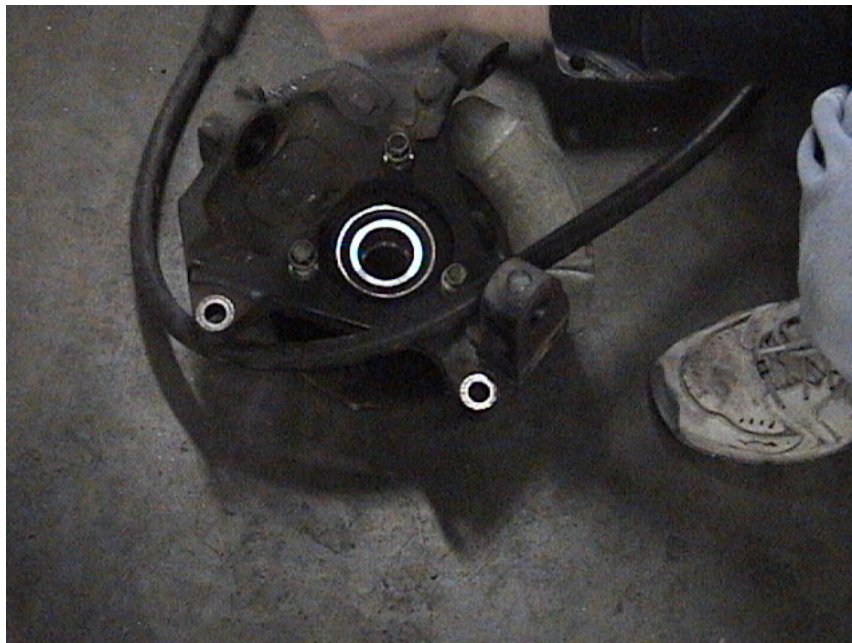
3-A. REMOVE CV AXLE. (MARK CV BEFORE REMOVING)



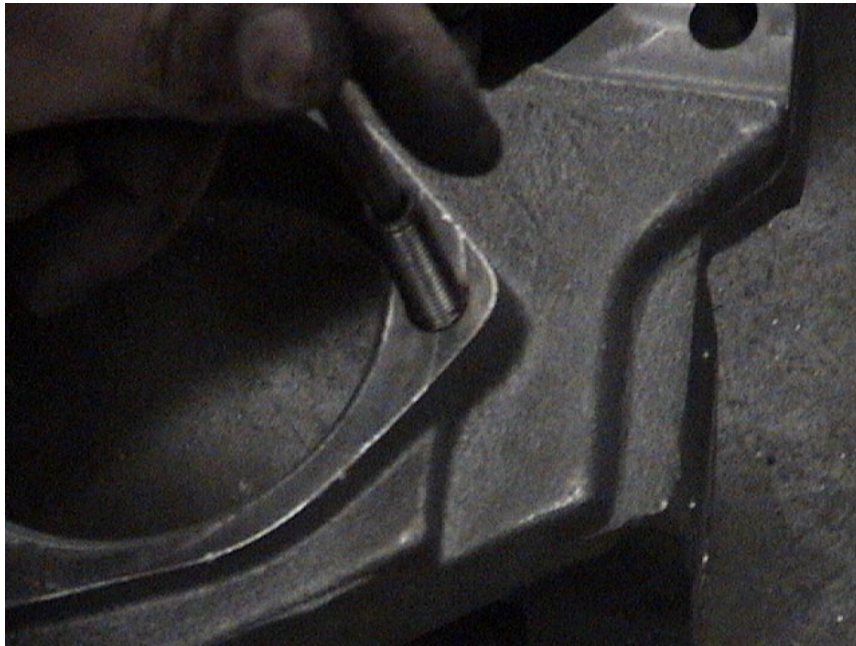
4. DISCONNECT UPPER BALL JOINT , LOWER BALL JOINT & TIE ROD END.



5.REMOVE SPINDLE FROM VEHICLE.

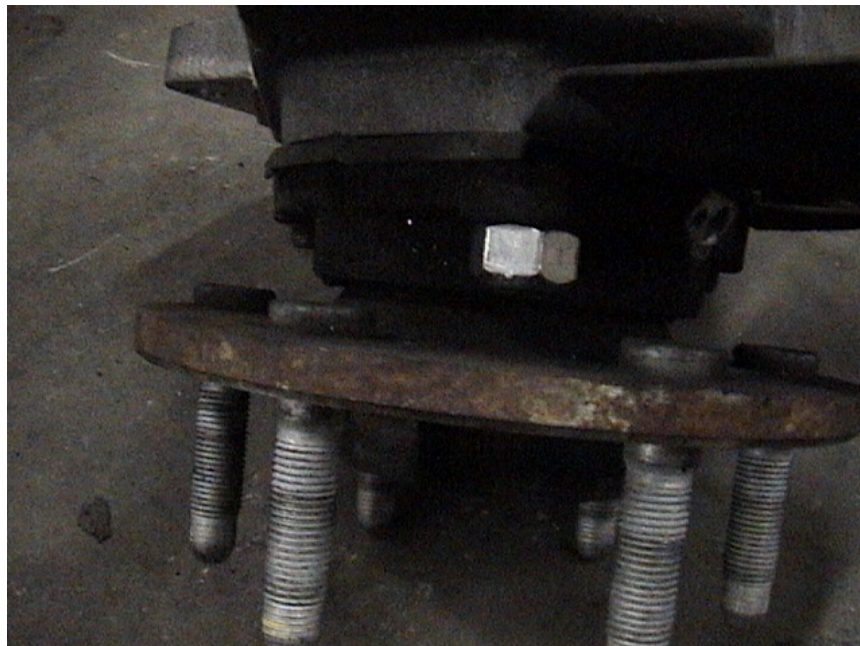


5. INSTALL M12 STUD SUPPLIED WITH SPINDLE INTO THE TOP THREADED MOUNTING HOLE OF SPINDLE. THIS STUD IS TO BE INSTALLED WITH LOCK-TIGHT AND TIGHTENED SECURELY.



6. INSTALL HUB ASSEMBLY USING THE M12 STUD ON SPINDLE. (TIGHTEN TO 75 LBS) USE TWO OF YOUR ORIGINAL HUB BOLTS ON LOWER TWO HOLES, LOCK-TIGHT AND TIGHTEN THESE TWO BOLTS SECURELY (TIGHTEN TO MANUFACTURE SPECIFICATIONS.)

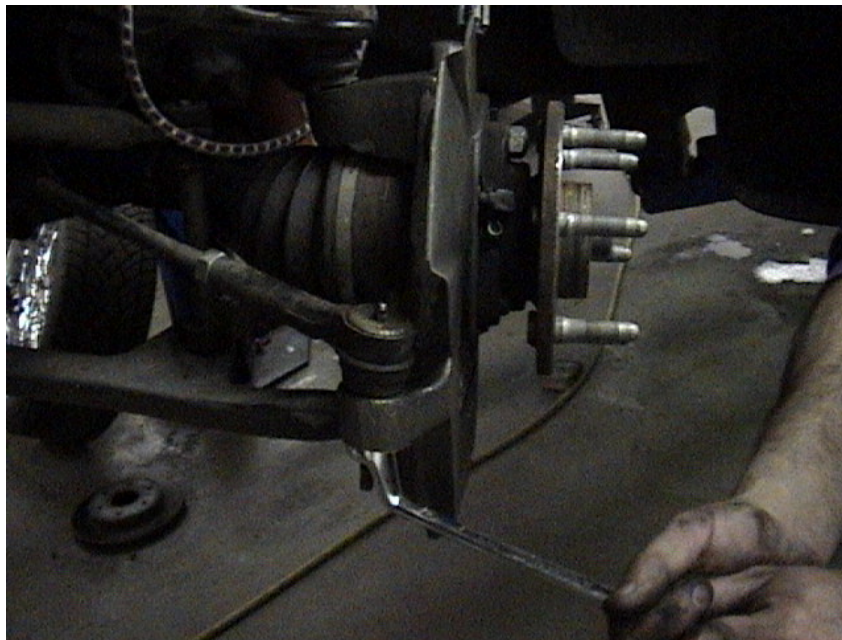
PUT BOLT ON TOP STUD OF SPINDLE



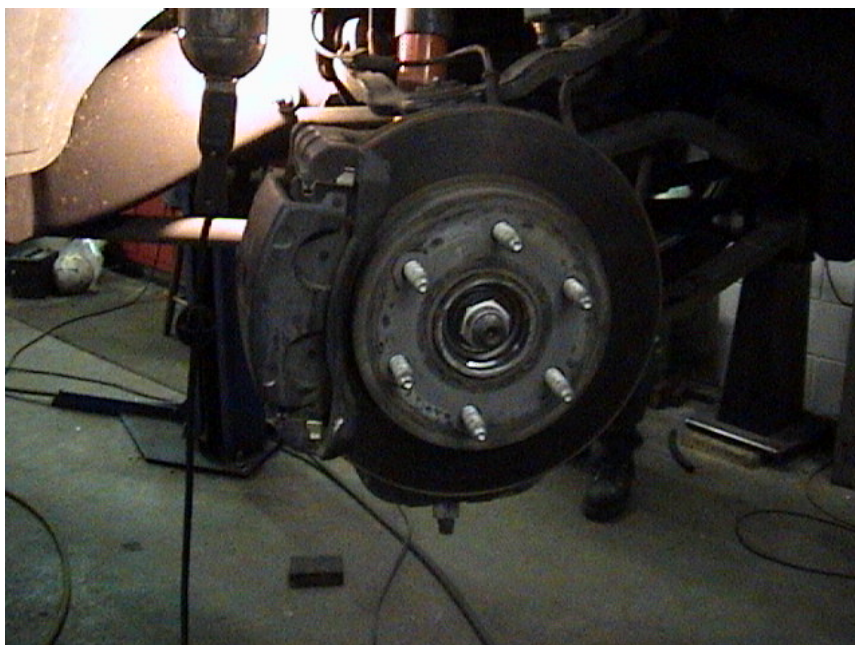
7. -A APPENDED CUT OFF THE EXCESS TOP BALL JOINT STUD FLUSH WITH THE NEW NUT (I CUT 2 THREADS AFTER THE DISCOLORATION)



8. INSTALL UPPER AND LOWER BALL JOINTS INTO SPINDLE USING NUT SUPPLIED ON TOP BALL JOINT. MAKE SURE YOU GREASE ALL YOUR FITTINGS AT THIS TIME AS WELL. (EASY TO GET TO)
9. TIGHTEN BOTH BALL JOINTS TO MANUFACTURES SPECIFICATIONS.



10. REINSTALL CV AXLE TO MANUFACTURE SPECIFICATIONS
11. REINSTALL ROTOR ASSEMBLY
12. INSTALL CALIPER USING LOCK TIGHT ON MOUNTING BOLTS (I USED LOCKTITE ON EVERYTHING)
13. PUT IT ALL BACK TOGETHER



NOW FOR THAT CONCLUSTION OF A 2" DROP IN THE FRONT



OKAY... NOW OFF TO AN WHEEL ALIGNMENT SHOP