



Winner of the 2003
SEMA Design Award from
GENERAL MOTORS

STOP---READ THIS FIRST

MUST USE 17" OR LARGER RIMS, 2WD OR 4WD

INSTRUCTIONS FOR McGAUGHY'S PART# 2003T SPINDLES (PATENT #6,860,498)

DO NOT LOWER THE FRONT OF A 4WD VEHICLE ANY LOWER

THAN 2", IT WILL CAUSE SEVERE CV JOINT DAMAGE

Congratulations on your purchase of McGaughy's spindles! You made the right choice in choosing our patented, GM award winning, world's first drop spindles for the 00+ Tahoe, Suburban, Escalade, Denali, and SS Truck. We won the GM Award for "THE MOST INNOVATIVE PRODUCT OF THE YEAR" at the 2003 SEMA Show for the spindles you purchased. EXCELLENT CHOICE!!

ALWAYS USE PROPER TOOLS AND SAFETY PRECAUTIONS AFTER FOLLOWING REPAIR MANUAL INSTRUCTIONS TO REMOVE CALIPER AND ROTOR FOLLOW THESE STEPS:

1. DISCONNECT ABS SENSOR PLUG FOR HUB ASSEMBLY.
2. REMOVE HUB ASSEMBLY FROM SPINDLE.
3. RELEASE PRESSURE ON SUSPENSION TORSION BAR OR COIL SPRING
- 3A. REMOVE FRONT CV AXLE IF 4WD VEHICLE
4. DISCONNECT UPPER BALL JOINT, LOWER BALL JOINT & TIE ROD END.
5. REMOVE SPINDLE FROM VEHICLE.
6. INSTALL M12 STUD SUPPLIED WITH SPINDLES INTO THE TOP THREADED MOUNTING HOLE OF SPINDLE. THIS STUD IS TO BE INSTALLED WITH LOCKTITE AND TIGHTENED SECURELY.
7. INSTALL HUB ASSEMBLY USING M12 NUT ON STUD.
(TIGHTEN TO 75 LBS) USE TWO OF YOUR ORIGINAL HUB BOLTS ON LOWER TWO HOLES. LOCKTITE AND TIGHTEN THESE TWO BOLTS SECURELY (TIGHTEN TO MANUFACTURERS SPECIFICATIONS)
8. INSTALL UPPER AND LOWER BALL JOINTS INTO SPINDLE. USE THE NUTS SUPPLIED ON BOTH BALL JOINTS.
9. TIGHTEN BOTH BALL JOINTS TO MANUFACTURERS SPECIFICATIONS.
- 9A. CUT OFF THE EXCESS TOP BALL JOINT STUD FLUSH WITH THE NEW NUT (ONLY NECESSARY ON 4WD)
10. INSTALL TIE ROD TO SPINDLE ARM AND TIGHTEN TO MANUFACTURERS SPECIFICATIONS.
11. USING A DIE GRINDER OR SOME TYPE OF CUTTING DEVICE CUT OFF THE EXCESS THREADED STUD OF LOWER BALL JOINT WHICH EXTENDS THROUGH LOWER BALL JOINT NUT. THIS WILL NEED TO BE DONE IF YOU PLAN ON USING 17" RIMS. IF YOU ARE USING LARGER THAN 17" RIMS THEN THIS MAY NOT NEED TO BE DONE. CHECK FOR CLEARANCE BEFORE INSTALLING YOUR RIM. YOU MAY NEED TO SLIGHTLY GRIND CORNER OF NEW NUT TO CLEAR SOME 17" WHEELS.
- 11A. REINSTALL CV AXLE AND TIGHTEN TO MANUFACTURERS SPECIFICATIONS (ONLY ON 4WD).
12. INSTALL ROTOR ASSEMBLY.
13. INSTALL CALIPER USING LOCKTITE ON MOUNTING BOLTS AND TIGHTEN TO MANUFACTURES SPECIFICATIONS.
14. SLIDE RUBBER BRAKE HOSE THROUGH FACTORY MOUNTING BRACKETS SO THAT WHEN BRACKETS ARE BOLTED TO TOP OF SPINDLE THERE IS NO STRETCHING OR BINDING OF RUBBER BRAKE HOSE AGAINST SPINDLE, CALIPER OR UPPER CONTROL ARM. AFTER ADJUSTING BRAKE HOSE TURN SPINDLE FROM LOCK TO LOCK MAKING SURE THAT BRAKE HOSE DOES NOT STRETCH, RUB, OR BIND. THIS IS VERY IMPORTANT BECAUSE BRAKE HOSE MAY BECOME DAMAGED AND CAUSE BRAKE FAILURE.
15. BOLT BRAKE HOSE BRACKET MAKING SURE TO USE LOCKTITE ON MOUNTING BOLT AND TIGHTEN SECURELY.
(USE 5 mm SELF-TAPPING BOLT INCLUDED IN KIT)
16. INSTALL WHEEL AND TIGHTEN RIM TO FACTORY SPECIFICATIONS. INSPECT RIM CLEARANCE TO ALL PARTS OF SPINDLE MAKING SURE THERE IS NO RUBBING.
17. REPEAT THIS PROCEDURE FOR OTHER SIDE.
18. VEHICLE WILL NOW NEED TO HAVE FRONT END ALIGNMENT CHECKED AND ADJUSTED.
19. AFTER 10 MILES RECHECK TIGHTNESS OF WHEEL LUG NUTS.