



STOP---READ THIS FIRST

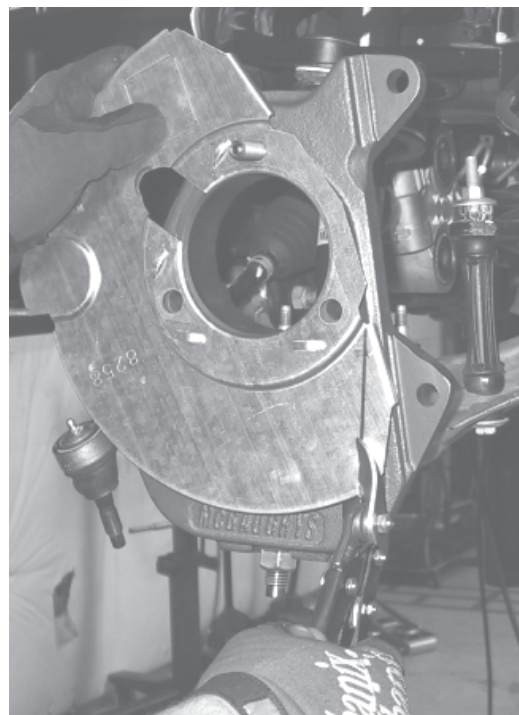
MUST USE 17" OR LARGER RIMS, 2WD ONLY

INSTRUCTIONS FOR McGAUGHY'S 2015 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. THIS KIT IS NOT INTENDED FOR OFF-ROAD USE.

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. 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 TO 25 LBS TORQUE.
- 6A. TRIM DUST SHIELD AS SHOWN IN PICTURE (RIGHT).
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 MFR SPECS)
8. INSTALL UPPER AND LOWER BALL JOINTS INTO SPINDLE. USE THE NUTS SUPPLIED ON BOTH BALL JOINTS. (NOTE: UPPER BALL JOINT RUBBER BOOT WILL NOT TOUCH TOP OF SPINDLE)
9. TIGHTEN BOTH BALL JOINTS AND TIE-ROD END TO MANUFACTURERS SPECIFICATIONS. (DON'T USE AIR TOOLS)
10. CUT OFF THE EXCESS TOP BALL JOINT STUD FLUSH WITH THE NEW NUT (ONLY NECESSARY ON 4WD)
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. CHECK THAT RUBBER BRAKE HOSE DOESN'T RUB ON ANYTHING.
15. BOLT ABS WIRE BRACKET TO THE TOP OF THE SPINDLE 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.



WITH LOWERED STRUT COILS

IF YOU ARE LOWERING THE FRONT OF THIS VEHICLE MORE THAN 2" AND USING LOWERED STRUT COILS, MAKE SURE YOU USE THE PROPER SPRING COMPRESSOR TO REMOVE AND REPLACE STRUT COILS. WHEN DISASSEMBLING COIL OFF OF THE STRUT, REMOVE THE FOAM BUMP STOP FROM THE STRUT AND CUT THE FOAM BUMP STOP IN HALF AND THEN REINSTALL BACK ONTO STRUT.