

AXLES AND SUSPENSION

Recommended Tools:

- Alignment Tool- Spud Wrench or Bull Pin or similar
- Floor Jack
- Grease Gun
- Hammer
- Jack Stands
- Pneumatic Impact Gun w/ 7/16" Impact Socket

Reference LIP Sheet #0134 for standard chassis blocking

- Using jack stands to support chassis, support axle for safe disassembly of axle bolts and hardware. After removing axle bolts, inspect spring eyes for brass bushings. Change if needed by using the following procedure:
 - Place brass bushing on an appropriately sized punch. An appropriate sized punch will allow the bushing to slip onto the shaft, but not slide off the other end.
 - Insert end of punch into spring eye.
 - Drive old bushing out with hammer.
 - As the old bushing is driven out, the new bushing will be inserted into the spring eye.
 - The new bushing should be seated as shown (See Fig. 1).
- Replace standard mounting hardware, one at a time, with wet bolts and 7/16" locking flange nuts (See Fig. 2). Insert the wet bolts with the grease zerks on the inside of the spring hangers into the axle mounting holes as shown (See Figs. 4&5). The serrations under the head of the wet bolt should be fully inserted into the brass bushing.

Fig. 1



Fig. 2



NOTE: Grease hole should be positioned at 3 or 9 o'clock. If the grease holes are not installed properly, the weight of the chassis will prevent the grease from fully lubricating the brass bushings (See Fig. 3 for location of grease hole).

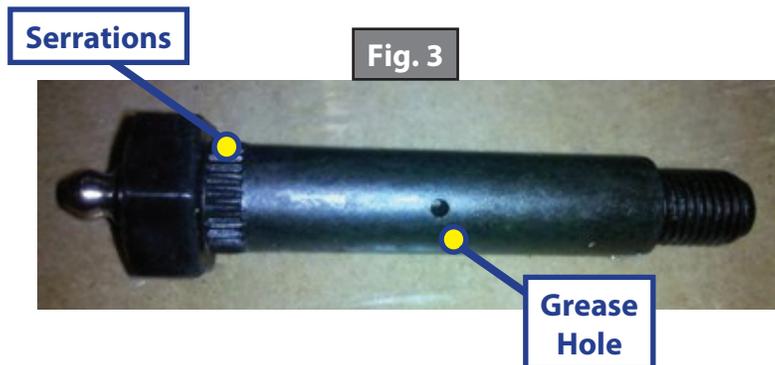


Fig. 3

Part Numbers:

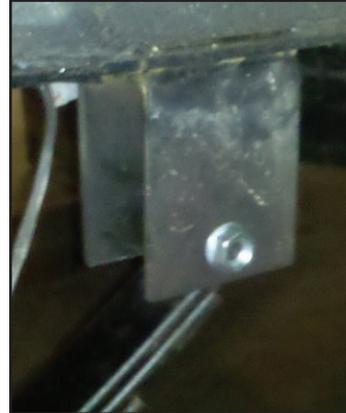
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Fig. 4



Fig. 5



3. Tighten locking flange nuts to shoulders of wet bolts. If the serrations under the head of the wet bolt are not full inserted into the brass bushing, carefully tap the wet bolt into position with a rubber mallet or similar tool. Care should be taken not to damage the grease zerks.
4. Apply enough grease to fully lubricate the brass bushing. Typically, two squirts from a manual grease gun are sufficient.
5. Reconnect electric brakes, if applicable.
6. Remount wheels.