

INSTRUCTIONS

910-32130

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'47 to '59 CHEVY HALF TON PICKUP KINGPIN KIT

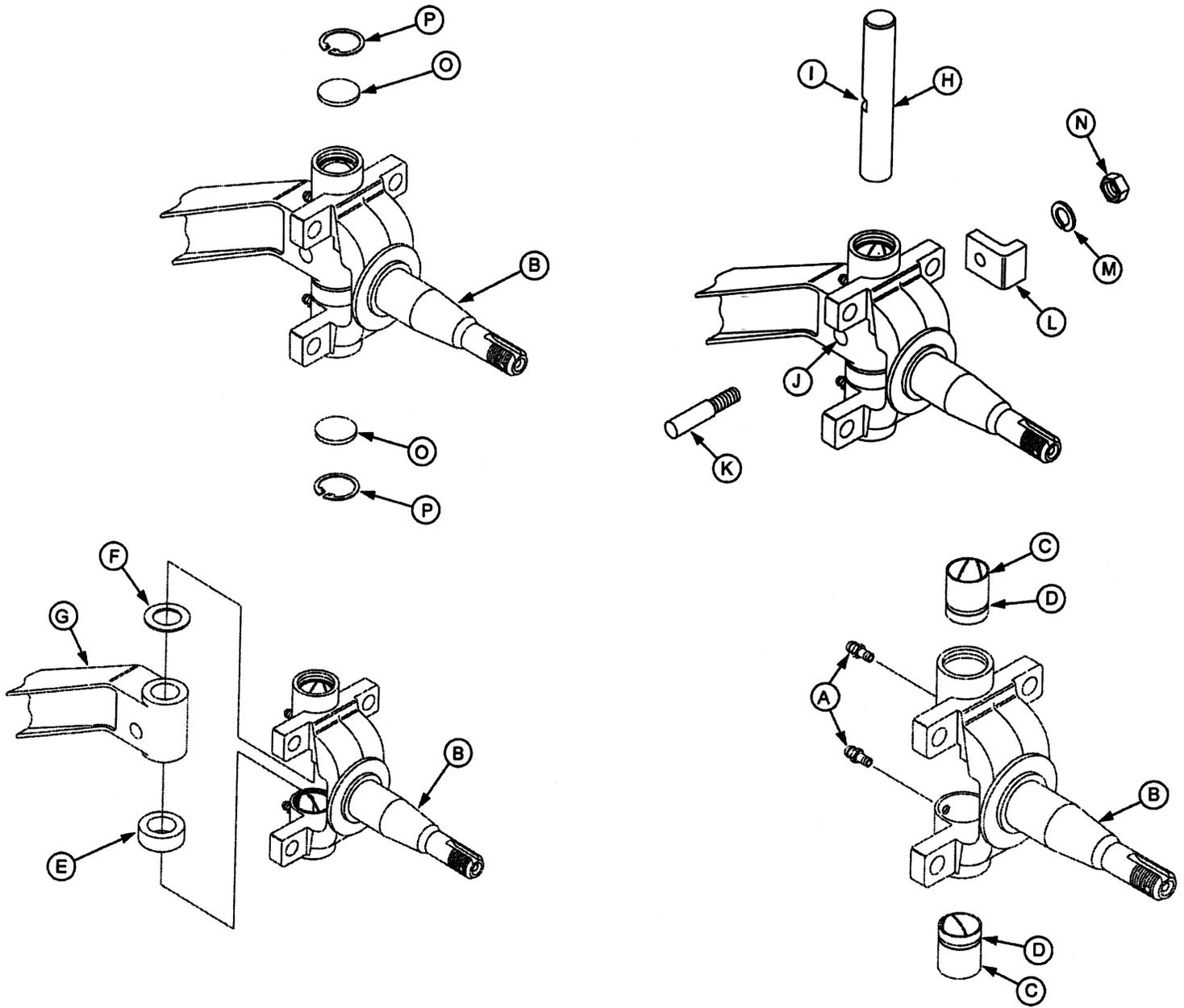
WARNING: Support the vehicle securely with frame on jackstands. Never work under a car supported only by a jack. Failure to provide proper support may result in serious injury or possible death.

1. Remove wheels, tires, steering arm and brake components from spindle.
2. Remove upper and lower dust caps (Welch plugs) from spindle. **NOTE:** It may be necessary to drill a small hole in the center of the dust cap and insert a self-tapping screw as a jack screw to free the dust cap.
3. Remove nut from kingpin lock bolt and drive out lock bolt with a brass hammer or drift. Remove grease zerks.
4. Support the axle with a jack or stand as close to kingpin as possible and drive out kingpin. Remove spindle noting the location of the thrust washer and / or any shims (if used) to ensure proper reassembly. **NOTE:** If kingpin is seized in axle and can not be driven out, remove the axle assembly from vehicle and have kingpin pressed out.
5. Remove old bushings from spindle using a brass punch.
6. Thoroughly clean and inspect spindle and axle for signs of damage, scoring, or cracks. The new kingpin should be a snug fit in the axle bore and not have any play. If it is tight the bore can be cleaned up lightly with a brake hone. If there is excessive play the axle will have to be removed and reamed for oversized kingpin and bushings. **NOTE:** These spindles are designed to use "floating" kingpin bushings that do not require reaming at installation. They are manufactured to final size for pin clearance and should be a hand press fit into the spindle.
7. Apply a light coat of grease to the new bushings and insert into the spindle, aligning the grease channel on the O.D. of the bushing with the grease zerk hole in the spindle. **IMPORTANT!** Installing bushings incorrectly will cause premature wear of kingpin and bushings. Install new grease zerk fittings.
8. Assemble thrust washers. Place one small and one large diameter cup washer on work bench with open end up. Place one thrust washer in each cup washer with brass side facing up. Apply a coat of bearing grease to each brass thrust surface. Invert large cup washer (with thrust washer) and place on top of small cup washer (with thrust washer)
9. Install the kingpin up through lower arm of spindle approximately 1 inch. Install the thrust washer on kingpin with large cup washer up. Some applications may require a spacer on top of the thrust washer. Position spindle on axle, sliding kingpin up into axle boss. Measure clearance between the top of axle boss to under side of upper arm of spindle. If gap is greater than .006" add shim(s) as necessary to obtain the proper clearance.
10. Orient notch of kingpin toward center of axle and push kingpin up through shims and through top arm of spindle, aligning the notch in the kingpin with the lock pin hole.
11. Install lock pin and nut. Install new Welch plugs (concave side down) tap in place.
12. Repeat for other side of vehicle.
13. Install steering arms, brake components, wheels and tires.
14. Grease spindle bushings, perform front end alignment.

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'47 to '59 CHEVY HALF TON PICKUP COMPONENT IDENTIFICATION



- A- grease zerks fittings
- B- spindle
- C- kingpin bushing
- D- grease channel
- E- thrust washer assembly/spacer
- F- shim(s)
- G- axle boss
- H- kingpin

- I- lock bolt notch
- J- lock bolt hole
- K- lock bolt
- L- steering stop (some applications)
- M- lock washer
- N- lock bolt nut
- O- dust cap (or Welch plug)
- P- retaining ring (if used)

IMPORTANT

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