

INSTRUCTIONS

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913-39060

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AXLE INSTALLATION FOR SOCIAL LOOK VW

NOTE: Use anti-seize lubricant on all threaded fasteners to avoid galling threads.

1. Install jam nut on rod end and insert rod end into hairpin radius rod, leaving 4 or 5 threads exposed. Install jam nuts on clevises and install on open end of radius rod, again leaving 4 or 5 threads exposed. Secure all fasteners hand tight only at this time.

2. Install batwings on clevises with 3/8" bolts. The special panhard bar mount goes on the inboard side of R/H lower clevis. Use the longer 3/8" bolt supplied.

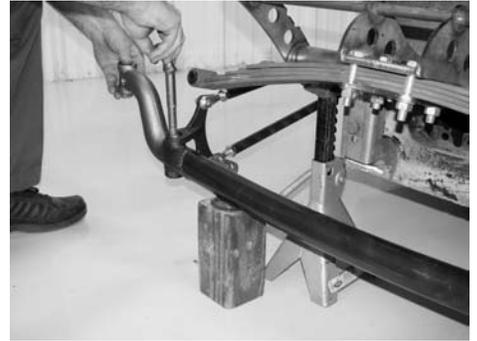
3. Secure hairpin assembly to the inboard side of the frame mount bracket with 5/8" bolt and locknut. Repeat steps 1-3 on other side of vehicle.

4. Install spring on crossmember using supplied bolts and clamping plate, aligning the spring bolt with the center hole in crossmember spring mounting pad. Most applications will only require 3 or 4 leaves in the front spring, depending on vehicle weight and desired ride height. Remove leaves as desired prior to installing spring.

5. Re-mount steering box to L/H crossmember tube using original mounting clamp. Position in a manor that eliminates any binding of the steering shaft and rag joint.



6. Secure axle to batwings using the spring perch bolts, do not install nuts at this time.



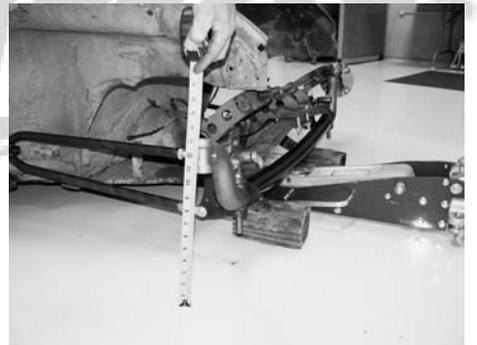
7. Insert shackle bushings into spring eyes and spring pivots, insert spring pivot into spring perch, install nut 3 or 4 threads only at this time.



8. Jack axle into position and install shackles with nuts facing aft. You may need to reposition spring and lengthen or shorten the radius rods to obtain a proper fit.



9. Lower the vehicle to the ground with weight supported on blocks under front axle so that the weight is on the leaf spring. Position at ride height by measuring from the ground to the center of the axle boss a distance equal to the radius of the front tires that you will be using. Using an inclinometer on the top of the kingpin boss adjust clevises as required to obtain 5-7 degrees of positive caster (angled back at the top as viewed from the side).



You must adjust both sides of the vehicle simultaneously, and adjust the upper and lower clevises in unison to maintain proper alignment with leaf spring and shackles.

When caster and spring eye alignment are correct, measure from the rear axle centerline to the front axle centerline on both sides of vehicle.



Compare measurements on both sides of the vehicle. Adjust the rod end on the radius rod that attaches to the frame bracket as required to bring the wheelbase variance from side to side to within 1/16th inch. With the front axle square to the chassis, verify that leaf spring shackles are not binding and that caster remains within spec. You can now tighten all fasteners to the proper spec.



10. Install the lower shock mounts on the bottom of the batwing with the tapered seat up and the shock stud inboard and facing forward. Secure to threaded end of spring perch bolt with supplied locknut. Torque to 100 ft lbs.



11. Remove bushing from lower shock eye, install over lower shock stud. Secure the upper shock eye to crossmember with 1/2" bolt and washers.



12. Install spindles and kingpins per instructions provided with the spindles.



13. Install steering arms onto spindles. They are secured in the 2 lower spindle mounting holes, facing aft and up. Install your brakes using the instructions provided by your brake manufacturer. Use locktite on the bolt threads, torque to 75 ft lbs.



14. Assemble jam nuts and tie rod ends into tie rod and drag link tubes, again leaving 4 or 5 exposed threads.



15. Install tie rod assembly. The special cross steer tie rod end goes on the passenger side. Adjust to provide 1/16" of toe-in (measured at the tires).



16. Install the drag link assembly. The small OEM VW tie rod end connects to the steering box, the large tie rod end connects to the cross steer tie rod on the passenger side.



NOTE The pitman arm on the steering box has 2 holes. The one on the passenger side will require less steering effort. The longer one on the drivers side will provide a quicker ratio and a smaller turning radius.



17. Assemble rod ends and jam nuts on panhard bar. Secure to mount on R/H batwing and crossmember mount under steering box.



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