

INSTRUCTIONS

910-32123

'49 to '54 CHEVY PASSENGER CAR KINGPIN KIT

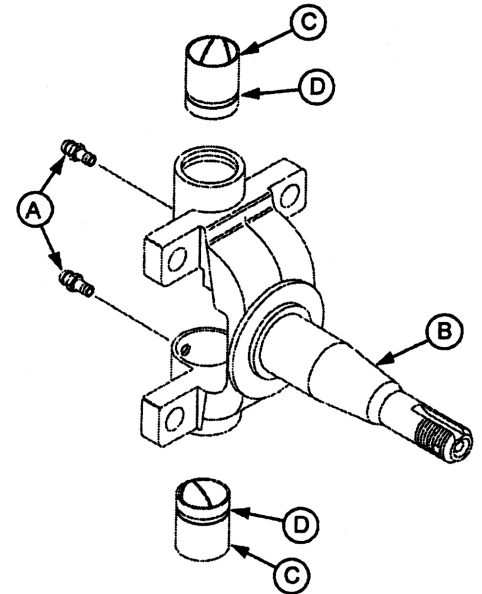
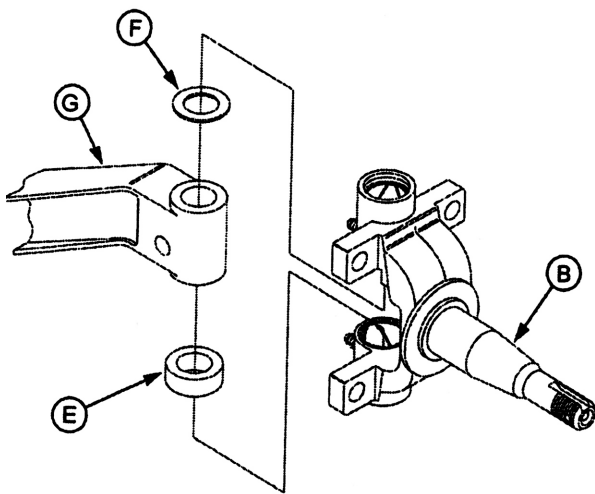
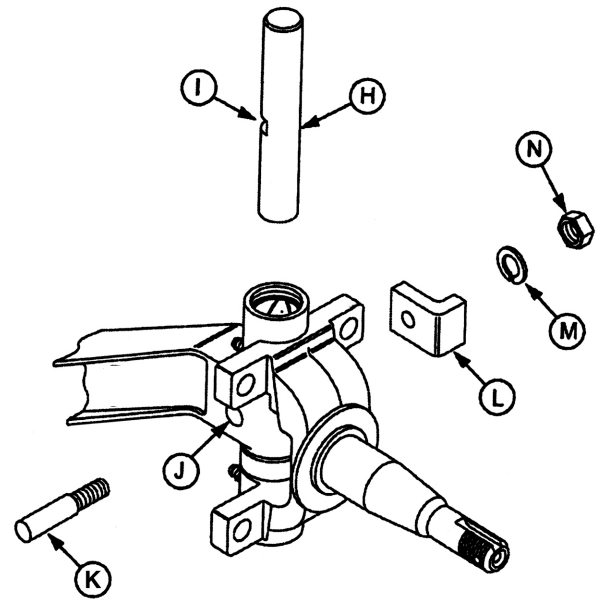
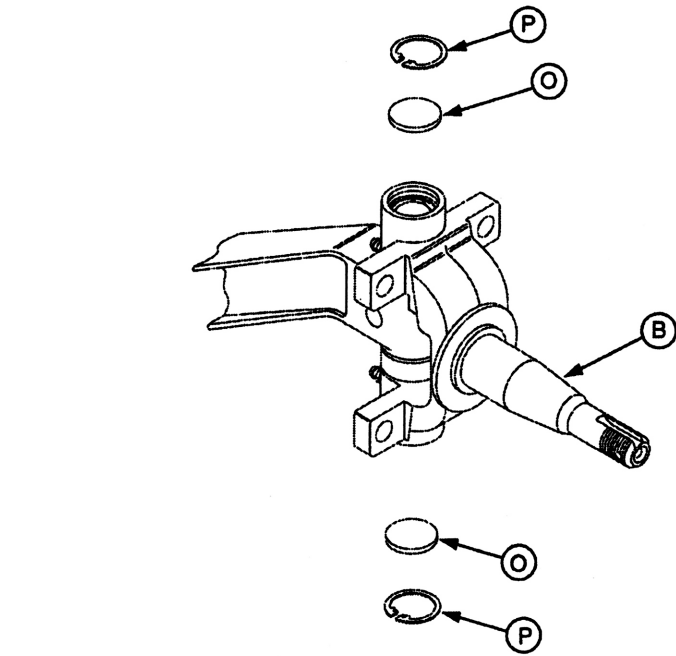
WARNING: Support the vehicle securely with frame on jackstands. Never work under a car supported only by a jack. Failure to provide proper support may result in serious injury or possible death.

1. Remove wheels, tires, steering arm and brake components from spindle.
2. Remove upper and lower retaining rings and dust caps from spindle. **NOTE:** It may be necessary to drill a small hole in the center of the dust cap and use 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 suspension 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 and cannot be driven out, remove the upright/spindle 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 upright for signs of damage, scoring, or cracks. The new kingpin should be a snug fit in the upright 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 upright 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. Install the kingpin up through lower arm of spindle approximately 1". Install the thrust bearing on the kingpin with sheet metal dust shield facing up toward the upright boss. Position spindle on upright, sliding kingpin up into boss. Measure clearance between the top of upright boss to under side of upper spindle arm. If clearance is greater than .006" add shim(s) as necessary to obtain the proper clearance.
9. Orient notch of kingpin toward center of upright and push kingpin up through shims and through top arm of spindle, aligning the notch in the kingpin with the lock pin hole.
10. Install lock pin and nut. Install dust caps and retaining rings on spindle.
11. Repeat for other side of vehicle.
12. Install steering arms, brake components, wheels and tires.
13. Grease spindle bushings and perform front end alignment.

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'49 to '54 CHEVY PASSENGER CAR COMPONENT IDENTIFICATION



- A- grease zerker 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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**Some items are not legal for sale or use in California on pollution controlled motor vehicles. These items are legal in California for racing vehicles only which may never be used upon a highway.

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