

INSTALLATION GUIDE



KPC DOS-C61-2

2"-Drop Spindles - '88-98 Chevrolet C1500



Description: Direct replacement spindles for '88-98 Chevrolet C1500 and GMC 1/2 Ton. For use with brakes that attach to OEM-style mount locations. Minimum wheel size of 18" is required.

PARTS LIST

Prior to beginning installation use the following parts lists to verify that you have received all components required for installation.

KPC DOS-C61-2 - Spindle Set '88-98 Chevrolet C1500, 2" Drop

Qty	Part Number	Description
1	7919-028	Spindle, 2" drop, '88-98 Chevrolet C1500, driver side
1	7919-029	Spindle, 2" drop, '88-98 Chevrolet C1500, passenger side

INSTRUCTIONS

Remove OEM Components

CAUTION: Coil springs are under high tension. We recommend removal of the coil spring using a spring-compressor tool before removing the factory spindle. Follow the tool manufacturer's instructions for proper use of the spring compressor.

1. Raise the front end of car and secure with jack stands. Wheels must not be in contact with ground.
2. Remove wheels, making note of which side of vehicle they were removed from.
3. Remove brake system. Brake calipers can be secured to vehicle during installation without disconnecting brake lines.
4. Remove cotter pins at following locations: upper balljoint, lower balljoint, outer tie rod.
5. Loosen castle nuts at following locations: upper balljoint, lower balljoint, outer tie rod. Leave approximately three threads engaged to prevent the spindle or lower control arm from falling during next step.
6. Using pickle fork or similar tool separate the three joints.
7. Remove castle nut at outer tie rod and allow tie rod assembly to hang freely.
8. Remove castle nut at lower balljoint and allow lower control arm and strut rod to hang freely.
9. Remove castle nut at upper balljoint. Be prepared to catch the weight of the spindle as the castle nut is removed.

Chassis/Component Inspection

With the spindle out of the way, this is a good time to inspect the remaining components and sheet metal for signs of wear or fatigue. Worn bushings, torn boots, and damaged balljoints or tie rods should be replaced before proceeding. Clean the area to remove any grease or dirt so the metal and welds are clearly visible. Look for cracks along the welds or tearing of the mounts in any way.

Installation

10. Place tapered hole of spindle upright onto upper balljoint stud and thread castle nut onto stud. Stud should seat firmly with no looseness or rocking. Torque to 75 lb. ft.

11. Insert cotter pin and bend ends over flat against threads.
12. Insert lower balljoint stud into tapered seat of spindle and thread castle nut onto stud.
13. Stud should seat firmly with no looseness or rocking. Torque to 75 lb. ft.
14. Insert cotter pin and bend ends over flat against threads.
15. Insert outer tie rod stud into tapered seat of steering arm and thread castle nut onto stud. Stud should seat firmly with no looseness or rocking. Torque to 35-45 lb. ft.
16. Insert cotter pin and bend ends over flat against threads.
17. Reinstall brake system.
18. Check all mounting hardware.
19. Lubricate balljoints and tie rods.
20. Install wheels to their original location and torque lug nuts.
21. Lower vehicle.

ALIGNMENT

The vehicle must be professionally inspected and aligned prior to regular use.

While our spindle does duplicate the original spindle geometry, it is possible your original spindles may have been bent or damaged during their service life.

If a trailer is not available, your alignment will need to be somewhat close to final specs in order to safely drive your vehicle to the alignment shop. Visually determine if the front wheels look straight. They should not appear to “toe” (left to right) -in or -out. The outside of the wheels should be very close to vertical. A few degrees of negative camber (leaning in) is acceptable. Installed components, driver preference, and specific application will have a great affect on the correct settings for your vehicle.

Torque Specifications

Fastener Description	Location	Torque Value
Upper Balljoint Castle Nut	Balljoint to Upper Spindle	75 lb ft
Lower Balljoint Castle Nut	Balljoint to Lower Spindle	75 lb ft
Outer Tie Rod Castle Nut	Tie Rod to Steering Arm	45 lb ft

WARRANTY NOTICE:

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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