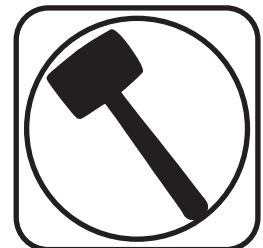
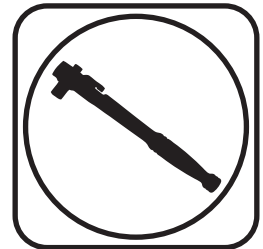




Part # 11709300 - 2007-2013 Silverado Drop Spindles

Recommended Tools



Major ComponentsIn the box

- | | | |
|---|----------|---------------------------------------|
| 1 | 11709300 | Pair of 07-13 Silverado drop spindles |
|---|----------|---------------------------------------|

Installation

Ball Joint & Tie Rod Torque Specs:

Upper Ball Joint:

RIDETECH Upper: 50 FTLBS

OEM Upper: 37 FTLBS

Lower Ball Joint: 92 ftlbs

Outer Tie Rod: 44 ftlbs

MUST USE 18" OR LARGER RIMS



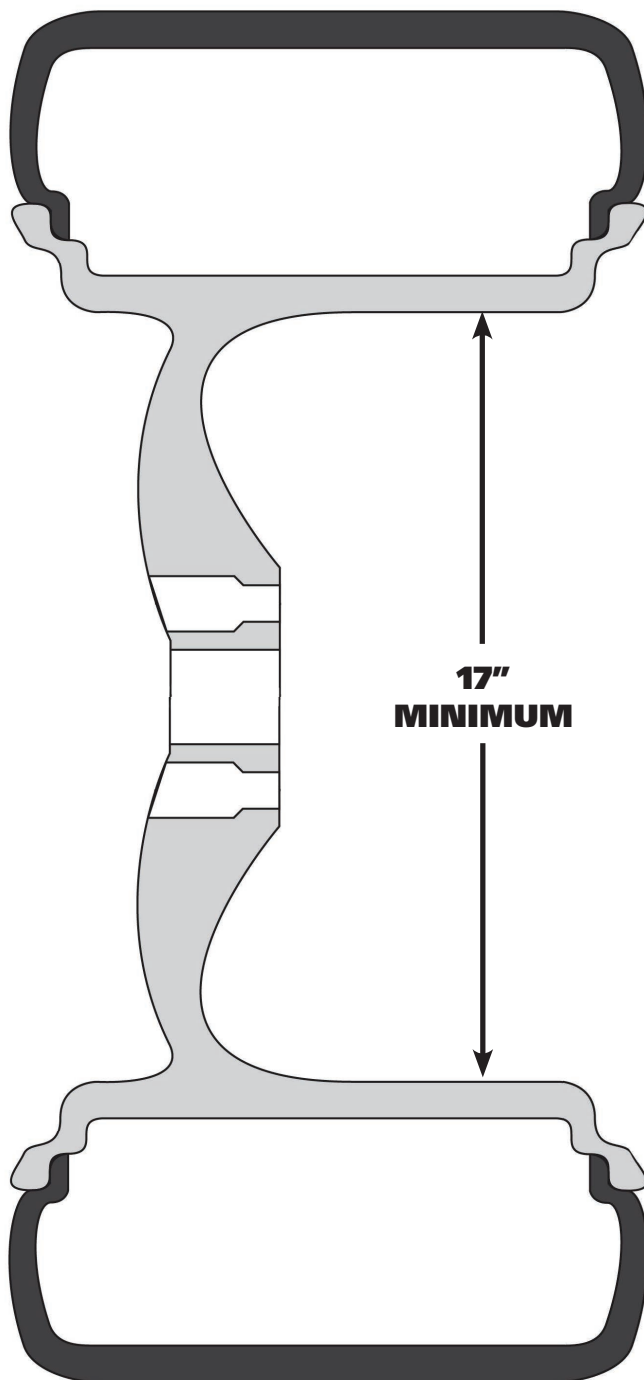


Wheel Fitment

IF YOUR WHEEL IS 18" DIAMETER OR LESS, WE RECOMMEND MEASURING THE INSIDE OF YOUR WHEEL TO DETERMINE IF IT WILL FIT (Diagram A). THE MINIMUM INSIDE DIAMETER IS 17". A 17" INSIDE DIAMETER WILL STILL REQUIRE THE BALL JOINT STUD TO BE MODIFIED FOR WHEEL CLEARANCE. WHEN TRIMMING THE BALL JOINT PIN, WE RECOMMEND LEAVING AT LEAST ONE THREAD STICKING THROUGH THE BALL JOINT NUT (Diagram C).

A

MEASURING INSIDE WHEEL DIAMETER



B



UNMODIFIED BALL JOINT PIN

C



MODIFIED BALL JOINT PIN



Spindle Installation

STOP --- READ THIS FIRST

MUST USE 18" OR LARGER RIMS, 2WD ONLY

ALWAYS USE PROPER TOOLS AND SAFETY PRECAUTIONS AFTER FOLLOWING REPAIR MANUAL INSTRUCTIONS TO REMOVE CALIPER AND ROTOR FOLLOW THESE STEPS:

1. DISCONNECT ABS SENSOR PLUG FOR HUB ASSEMBLY.
2. REMOVE HUB ASSEMBLY FROM SPINDLE.
3. DISCONNECT UPPER BALL JOINT, LOWER BALL JOINT & TIE ROD END.
4. REMOVE SPINDLE FROM VEHICLE.
5. INSTALL M12 STUD SUPPLIED WITH SPINDLES INTO THE TOP THREADED MOUNTING HOLE OF SPINDLE. THIS STUD IS TO BE INSTALLED WITH LOCTITE AND TIGHTENED TO 25 FTLBS TORQUE.
6. TRIM DUST SHIELD AS SHOWN IN PICTURE (RIGHT).
7. INSTALL HUB ASSEMBLY USING M12 NUT ON STUD. (TIGHTEN TO 75 FTLBS) USE TWO OF YOUR ORIGINAL HUB BOLTS ON LOWER TWO HOLES. LOCKTITE AND TIGHTEN THESE TWO BOLTS SECURELY (TIGHTEN TO 133 FTLBS).
8. INSTALL UPPER AND LOWER BALL JOINTS INTO SPINDLE.
 - IF YOU ARE ATTACHING THE SPINDLE TO RIDETECH STRONGARMS, USE THE NUTS SUPPLIED WITH THE **CONTROL ARMS**. ATTACH THE TIE-ROD USING THE OEM NUT.
 - IF YOU ARE ATTACHING THE SPINDLE TO OEM CONTROL ARMS, USE THE NUTS SUPPLIED WITH THE **SPINDLES**. ATTACH THE TIE-ROD USING THE OEM NUT.
9. TIGHTEN BOTH BALL JOINTS AND TIE-ROD END TO MANUFACTURERS SPECIFICATIONS. MAKE SURE YOU ARE USING THE CORRECT TORQUE FOR THE UPPER BALL JOINT. (DON'T USE AIR TOOLS).

UPPER BALL JOINT:

RIDETECH UPPER: 50 FTLBS

OEM UPPER: 37 FTLBS

LOWER BALL JOINT: 92 FTLBS

OUTER TIE ROD: 44 FTLBS

10. IF YOU ARE USING 18" RIMS, IT MAY BE NECESSARY TO TRIM THE LOWER BALL JOINT STUD THAT EXTENDS THROUGH THE LOWER BALL JOINT NUT (See previous page). IF NEEDED, USE A DIE GRINDER OR SOME TYPE OF CUTTING DEVICE TO TRIM OFF THE EXCESS BALL JOINT STUD. IF YOU ARE USING LARGER THAN 18" RIMS THEN THIS MAY NOT NEED TO BE DONE. CHECK FOR CLEARANCE BEFORE INSTALLING YOUR RIM.

11. INSTALL ROTOR ASSEMBLY.
12. INSTALL CALIPER USING LOCKTITE ON MOUNTING BOLTS AND TIGHTEN TO MANUFACTURES SPECIFICATIONS - 148 FTLBS.
13. CHECK THAT RUBBER BRAKE HOSE DOESN'T RUB ON ANYTHING.
14. BOLT ABS WIRE BRACKET TO THE TOP OF THE SPINDLE AND TIGHTEN SECURELY. (USE 5 mm SELF-TAPPING BOLT INCLUDED IN KIT, TIGHTEN TO 54 INLBS).
15. INSTALL WHEEL AND TIGHTEN RIM TO FACTORY SPECIFICATIONS. INSPECT RIM CLEARANCE TO ALL PARTS OF SPINDLE MAKING SURE THERE IS NO RUBBING.
16. REPEAT THIS PROCEDURE FOR OTHER SIDE.
17. VEHICLE WILL NOW NEED TO HAVE FRONT END ALIGNMENT CHECKED AND ADJUSTED.
18. AFTER 10 MILES RECHECK TIGHTNESS OF WHEEL LUG NUTS.

