

## INSTALLING GOOD PARTS HEAVY DUTY U-JOINT AXLES AND HUBS

**NOTE:** The axles may be painted to protect against rust. Do not paint the shaft area where the seal will ride.

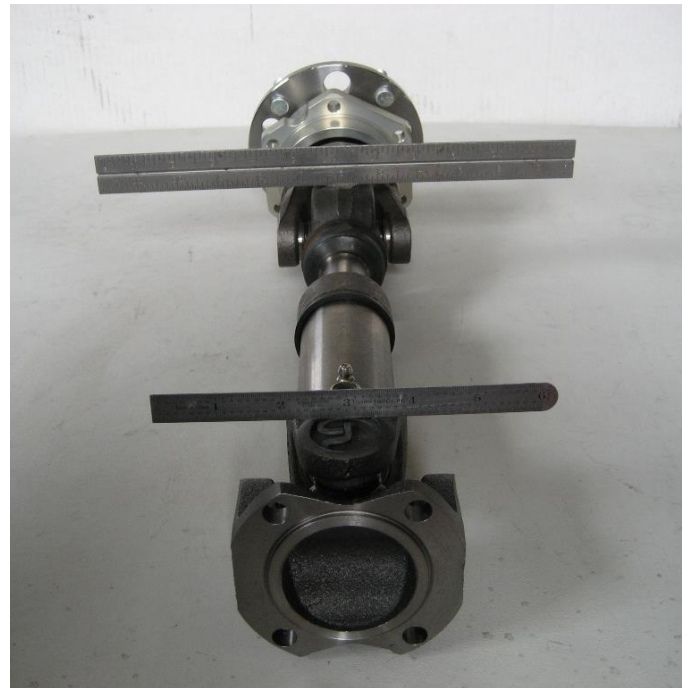
- 1) Raise and properly support the rear of the car then remove the rear wheels and brake drums.
- 2) Remove wire clamping the inner end of the axle boot to the axle.
- 3) Remove the six nuts holding the hub to the trailing arm then pull the hub and outer axle from the trailing arm.
- 4) Remove the four bolts holding the inner axle flange to the differential flange and remove the inner axle half.
- 5) Inspect the six studs that hold the hub onto the trailing arm and replace studs and/or repair threads as needed.
- 6) Slide the new axle through the trailing arm and bolt the hub in place using the six new nylon stop nuts. Do not exceed 12 – 14 ft/lb.
- 7) Bolt the inner axle flange to the differential flange.
- 8) Install the brake drum.
- 9) Unless a different length was ordered, the wheel studs in Good Parts hubs are about  $1\frac{3}{16}$ " measuring from the flange of the hub without the brake drum in place. This is the length the factory used for standard steel wheels. Shorter studs are needed for wire wheel adapters. Longer studs may be necessary some alloy wheels or if wheel spacers are used. Test fit your lug nuts by hand without the wheel in place to make sure they will thread on a little past where they will be positioned when the wheel is in place. Be sure to have the brake drum installed when you do the test. For the original steel wheels the lug nut must be able to thread on by hand to within  $\frac{1}{16}$ " of the brake drum. If the nut does not thread on far enough by hand, tap the threads a little deeper in the nut with a  $\frac{7}{16}$ -20 plug or bottoming type tap.

**CAUTION! DO NOT** install the wheel without first testing the lug nuts. **DO NOT** wrench the lug nut against a bottoming thread.

**NOTE:** The nut on the end of the axle is factory torqued to 230 ft/lb. and secured with high strength thread locker such as Red Loctite.

**NOTE:** If the new axles are to be used with the Good Parts R200 differential kit, the axles need to have springs between the inner and outer halves. The new axles require different springs than the stock axles. Contact Good Parts for the correct springs if they were not included with the axles. To install the springs simply pull the axle halves apart, drop the spring into the splined hole in the inner axle then re-insert the outer axle spline. The splines can be pulled or pushed through the seal without damaging the seal.

**IMPORTANT:** The splines in the new axle half shafts do not have one missing spline to orient the two halves like the stock axles have. If the new half shafts are pulled apart for any reason, make sure that they are re-assembled with the two halves properly oriented as shown in the pictures below. The splines can be pulled or pushed through the seal without damaging the seal.



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