

INSTALLING GOOD PARTS HEAVY DUTY REAR HUBS

- (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) Inspect the six studs that hold the hub onto the trailing arm and replace studs and/or repair threads as needed.
- (5) Remove original hub yoke from U-joint and replace U-joint if needed.
- (6) Install new hub yoke onto U-joint.
- (7) Slide the axle through the trailing arm and into inner axle.
- (8) Bolt the hub in place using the six new nylon stop nuts. Do not exceed 12 – 14 ft/lb.
- (9) Clamp axle boot to inner axle with new wire.
- (10) Install the brake drum.
- (11) Unless a different length was ordered, the wheel studs used in Good Parts hubs are about 3/16" longer than the original studs. The original studs for steel wheels are about 1-3/16" measuring from the flange of the hub without the brake drum in place. Good Parts "standard" studs are 1-3/8" long. This length offers better thread engagement for many alloy wheels which are thicker than the original steel wheels. 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 1/16" of the brake drum. The original lug nuts that I have checked are threaded deep enough but test yours to be sure. If the nut does not thread on far enough by hand, tap the threads a little deeper in the nut with a 7/16-20 plug or bottoming type tap.

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

The big nut in the center of the hub is factory torqued to 250 ft/lb with high strength thread locker such as Red Locktite.



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