Unit Bearing Eliminator Kit Installation Instructions for Dodge ½ Ton Truck

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Before starting, make sure you have all the proper tools and safety equipment!

• Read instructions carefully before starting
• Always wear safety goggles and proper safety gear when dealing with tools and chemicals
• Check parts list carefully. If any components are missing, contact your Yukon distributor
• If your vehicle is equipped with the factory aluminum wheels, the center will need to be machined to a 3.450" ID to fit. OEM steel wheels will NOT fit
• The locking hubs provided in this kit will need to be manually engaged for 4 wheel drive to work
• Inspect all parts. If any parts appear to be damaged, contact your Yukon distributor for replacements. Any modified, neglected, abused or improperly installed parts will NOT be accepted or replaced

Tools required:

• 12mm Allen wrench or socket
• 22mm (or 7/8") wrench and socket
• 4 point ½ ton spanner socket
• Die grinder w/flap wheel, or equivalent
• Common air or hand tools

INSTALLATION

• Make the required modifications to your wheels by increasing the I.D. to 3.450"
• Clean and inspect all parts
• Make sure vehicle is in park, with the emergency brake on
• Lift and support the front axle with jack stands
• Block the rear tires
• Begin process to remove outer axles
    • Remove brake calipers and allow them to hang from vehicle. It is NOT necessary to disconnect the brake hoses
    • Remove factory brake rotor and remove the ABS sensor (if applicable)

• Remove factory bolts retaining the unit bearing

• Remove unit bearing assembly. This may take some force depending on amount of rust, salt or corrosion present

• Remove the cotter pin and retaining nut located on the end of outer axle shaft
• Separate the unit bearing from the outer stub axle

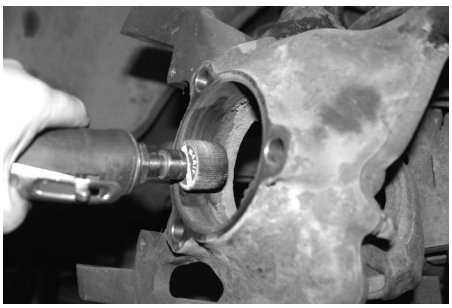
• Install the new outer stub axles to the inner axle shafts

• Install dust shields, spacers & seals to the outer stub axle

• Install wheel bearings into the new wheel hubs provided in kit
    • Pack wheel bearings with a high quality grease rated for disc brakes

    • Install rear wheel bearing into the new hub
    • Pack the interior of the hub with grease
    • Install wheel seal into the back of the hub

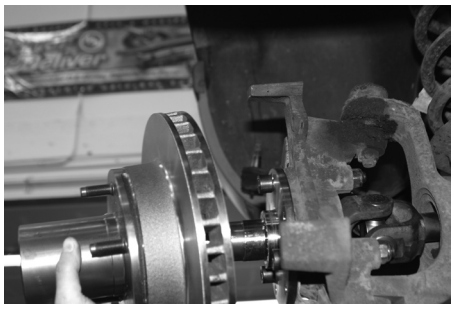
• Clean the steering knuckle where the new spindle will be installed. You may need to use a die grinder equipped with a flapping wheel, depending on the amount of rust or corrosion present
• Lubricate the outer axles & seals with grease



• Apply anti-seize to the knuckle surface where the spindle will be installed
• Install the new spindle over the axle and install the bolts provided. Torque bolts to 135 ft/lbs.

Make sure you install the dust shields prior to installing the spindle

• Install the hub & rotor assembly onto the spindle. Be careful not to jam the bearings or damage any seal surfaces

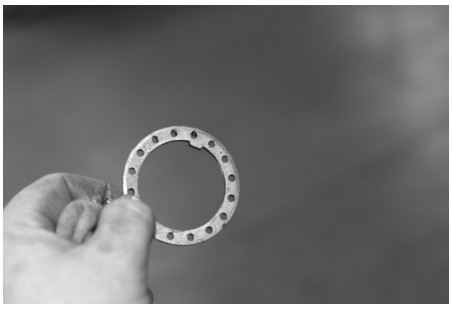


• Install the inner jam nut, with the pin facing outward

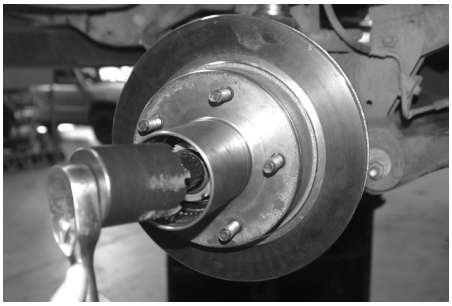
• Tighten the inner locknut to 50 ft/lbs, using a spanner locknut wrench and rotating the disc brake rotor & hub

• Back the locknut off 90 degrees
• Re-tighten locknut back to 15-20ft/lbs

• Install lock washer. The key should be positioned into the groove of the wheel spindle. Tighten inner locknut, align the pin to the nearest lock washer hole

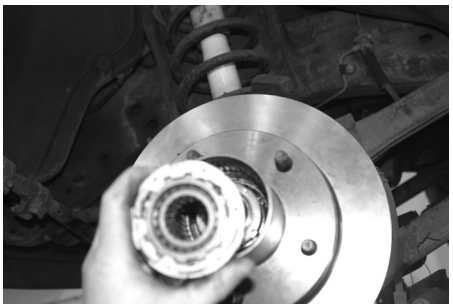
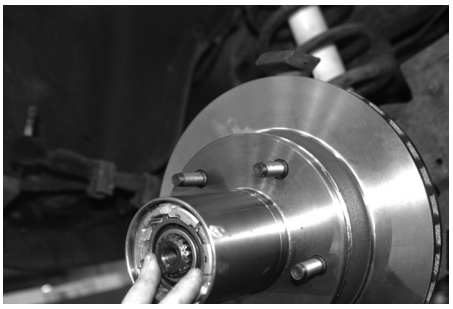


• Install the outer locknut, tighten to 160-205 ft/lbs



• Check the spindle for endplay. Acceptable tolerances are 0.000-0.004”

• Install the premium lockout hubs with the instructions provided with them


• Install brake caliper

• NOTE FOR 00-01 models only!! Install the spacers provided between the caliper bracket and steering knuckle.



• Install wheels and torque nuts to factory specifications
• Double check ALL bolts and nuts. All nuts and bolts should be checked again after 50 & 500 miles of use
• Check wheel bearings after 500 miles of driving and adjust as necessary