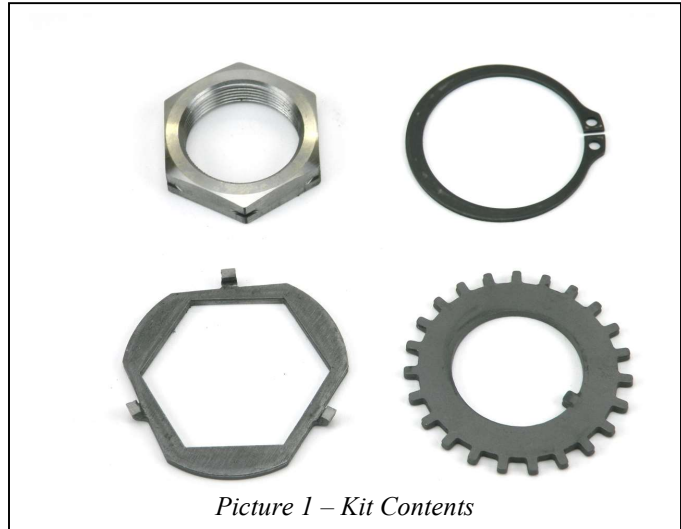


Instructions for Locking Spindle Nut Kit

Kit Contents

Each Kit contains the following parts (refer to Picture 1):

- Nut
- Snap Ring
- Retainer
- Notched Washer



Picture 1 – Kit Contents

Application

This Kit is for all years and models of Hummer / H1 trucks and HMMWVs including the H1 Alpha.

This Kit contains parts for securing one spindle.

Warranty & Liability

Use this Kit and these instructions completely at your own risk. No warranty is stated or implied. No suitability for any purpose or application is stated or implied. The Hummer name is ® GM and/or AM General.

Tools and Supplies

- 1-3/4" socket
- Torque wrench
- Heavy duty snap ring pliers
- 5/32" hex key (for removing stock civilian spindle nut)
- Hammer and punch (for removing stock civilian spindle nut)
- Axle grease (to lubricate the nut)

Acknowledgements and Patents

Components in this Kit were developed and manufactured exclusively for BlueHummer Outfitters by Stage 8 Locking Fasteners using their patented locking fastener technology.

Notes

- This Kit is completely reusable. No thread locker is required.
- To remove the stock civilian spindle nut, first loosen the setscrew and then use the hammer and punch to loosen (unscrew) the nut. Once loose, it can be removed by hand.
- This procedure does not cover disassembly or reassembly of the geared hub.
- When installing the steering arm cover onto the geared hub with CTIS, it is important to disconnect the tie rod / radius rod so that the cover can be installed without damaging the CTIS spindle seal.

Tips

During assembly, the spindle must be rotated several turns in each direction. Here are some suggestions to make this step easier.

All Vehicles

Removing the halfshaft makes rotating the spindle very easy though it is not required for installing this kit. It is a bit of work and also makes tightening the nut more difficult. To avoid removing the halfshaft, try the following methods.

Vehicles with Open Differentials

For trucks with open differentials or factory Torsen (non E-Locker) diffs:

- Chock tires or raise vehicle on lift.
- Shift transfer case to “N”.
- Use a large (long) box-end wrench to turn the spindle. Place the box end of the wrench over a lug bolt. Place the handle of the wrench against a lug bolt on the opposite side of the spindle. Turn the spindle with the wrench using care not to damage the lug bolts.

Vehicles with Limited Slip Differentials

For trucks with limited-slip differentials (Eaton E-locker, Auburn ECTED, etc.):

- Chock tires or raise vehicle on lift.
- Shift transfer case to “N”.
- If vehicle is not on a lift, raise the tire opposite work location off the ground.
- Rotate opposite tire by hand.
- If the opposite tire is not installed, use the “box-end wrench” method described above for rotating the spindle.

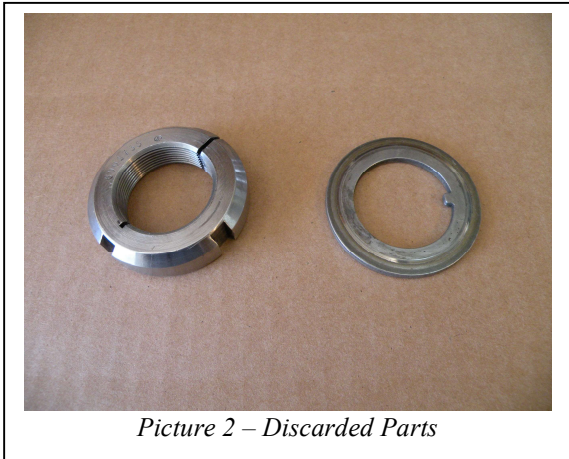
Installation Procedure

This section details the sequence for installing this kit.

This procedure is basically the same as for the civilian stock spindle nut with all parts pertaining to the setscrew, thread locker, and testing eliminated.

Procedure

1. Remove old spindle nut.
2. Discard nut and keyed washer.
(Picture 2)



3. Install Notched Washer in place of discarded washer. (Picture 3)



4. Lubricate the boss (protruding / non-rounded side) of the nut with a thin coat of chassis grease. When installed, this side of the nut will contact the notched washer.

5. Install the nut and tighten to 40 lb-ft. (Picture 4)
6. Seat the bearings.
 - a. Rotate the spindle at least 5 turns in one direction.
 - b. Rotate the spindle at least 5 turns in the opposite direction.
 - c. Check the nut torque. If more than slightly looser, re-torque the nut and repeat this step.
 - d. Refer to “Tips” section, earlier.



7. Loosen the nut, and torque it to 25 lb-ft. (final), then repeat step 6 at this torque.
8. Install the retainer. (Picture 5)
 - a. One of the 6 possible positions will allow all 3 teeth to fully engage the notched washer.
 - b. If none of the 6 positions work, double check. If a position cannot be found, slightly tighten the nut and try again.



9. Install the snap ring. When properly installed, the snap ring should rotate easily. (Picture 6)

Installation is now complete.

IMPORTANT NOTE: The AM General procedure for the civilian OEM clamp nut includes a reverse torque test after installation is complete. **DON'T DO THIS! Performing any reverse torque test on this product may damage it and may result in vehicle damage, personal injury, or death.** No such test is necessary for this product. (This type of test not appropriate for any product that uses keyed washers for retention. This includes the original bent-tab style HMMWV spindle nut.)

