

Spin Doctors

▶ MCGAUGHY'S CLASSIC CHEVY CAR PARTS HAS BEEN MANUFACTURING HIGH-QUALITY DROP SPINDLES AND COMPONENTS FOR MORE THAN 15 YEARS, AND HAS RECENTLY MANUFACTURED DROP SPINDLES FOR '99-AND-NEWER CHEVY TRUCKS AND TAHOES. McGaughy's first manufactured steering boxes and drop spindles for classic tri-five Chevys, but most recently saw the need to create a drop spindle for the popular Silverado, allowing full-suspension travel and little-to-no bumpsteer problems.

BY DAN WARD ■ PHOTOGRAPHY: MCGAUGHY'S CLASSIC CHEVY CAR PARTS

McGaughy's Spindles Drop a Silverado

After months of research and development, McGaughy's installed its first set of drop spindles and rear flip kit on an '02 Chevy Silverado and similar to the rest of its line, the truck drove and handled great. A quick trip to its facility in Fresno, California, allowed us to watch as Mike McGaughy installed a new set of spindles. McGaughy's kit comes complete and

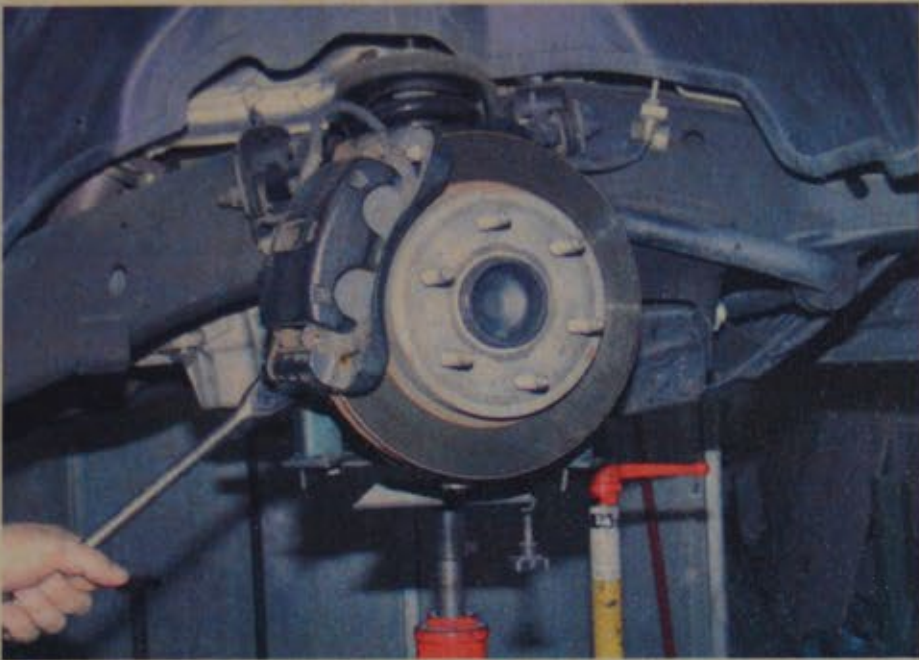
1. After the install, the Silverado looked awesome with its new stance, thanks to the McGaughy's drop kit.



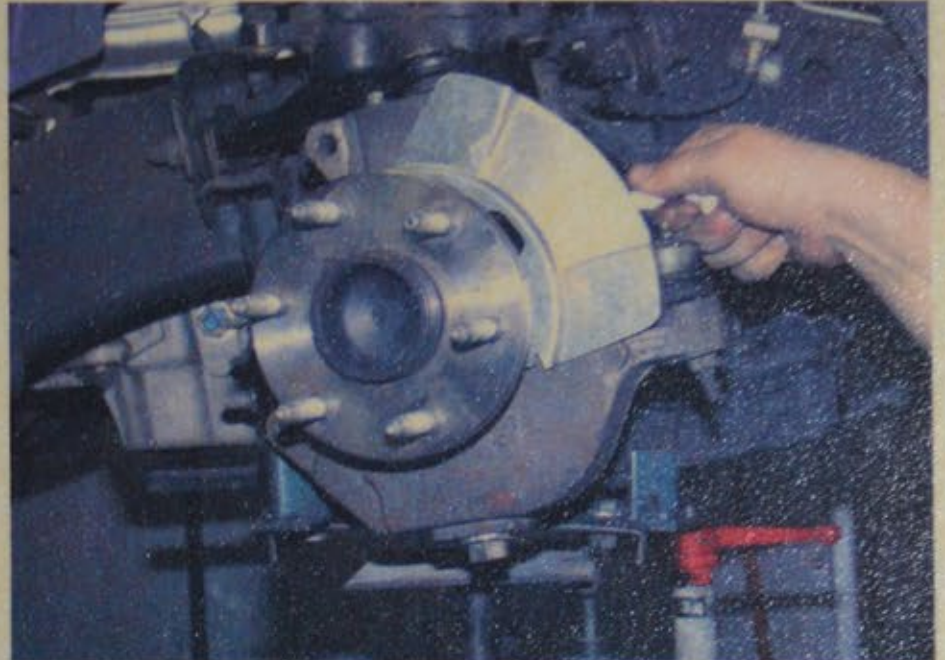
includes all of the necessary hardware and instructions. The drop spindles really make the front installation a breeze and changed the looks of the stock Silverado for the better. Follow along as we take you through the installation. **TR**

2. Before the drop kit install, the Silverado looked way too stock for our taste, and with bigger wheels, a drop was in order.

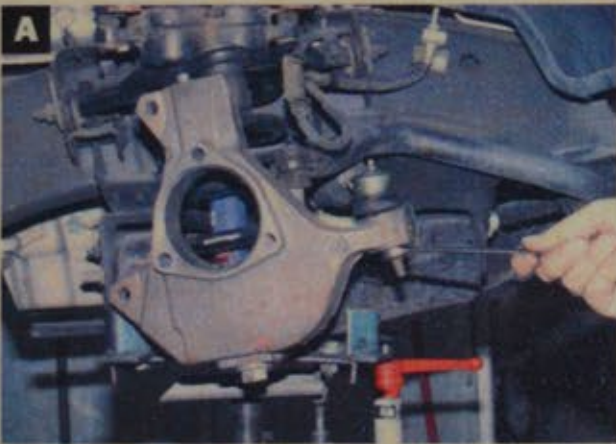




3. With the truck up on the lift and the wheels removed, Mike removed the brake caliper, ABS sensor, and rotor assembly.



4. Next up, Mike removed the bolts holding the hub bearing to the spindle and then removed the spindle.



5. A,B&C The tie rod ends and the upper and lower ball joints were disconnected and set aside.

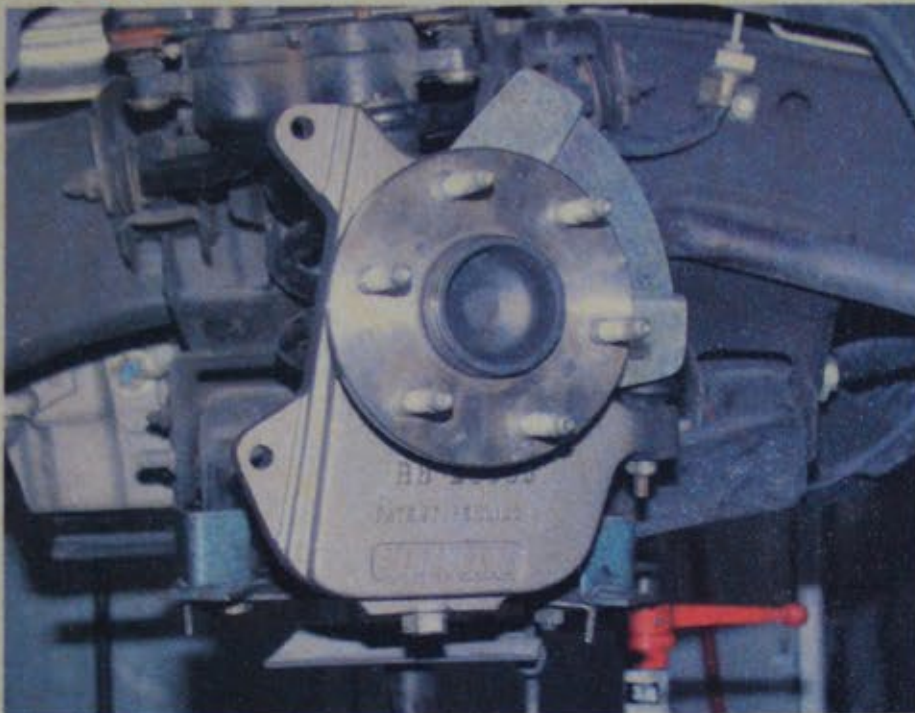


6. McGaughy's new drop spindle, PN 2000C, was installed and tightened.

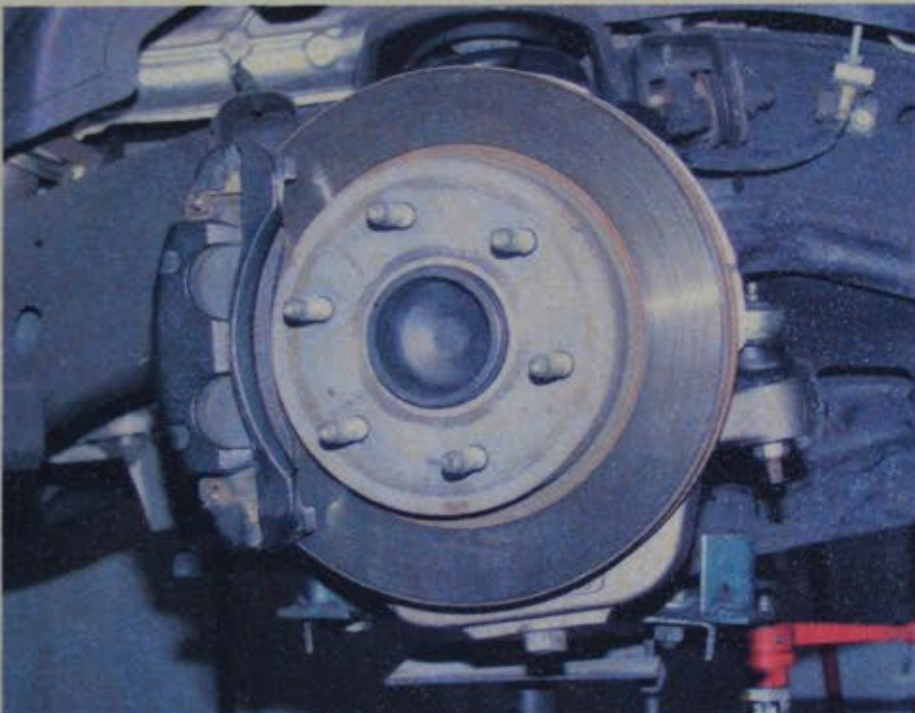


7. With the tie rods and the upper and lower ball joints attached, it was time to move to the hub bearing.

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8. The factory hub assembly was reattached and checked for alignment.



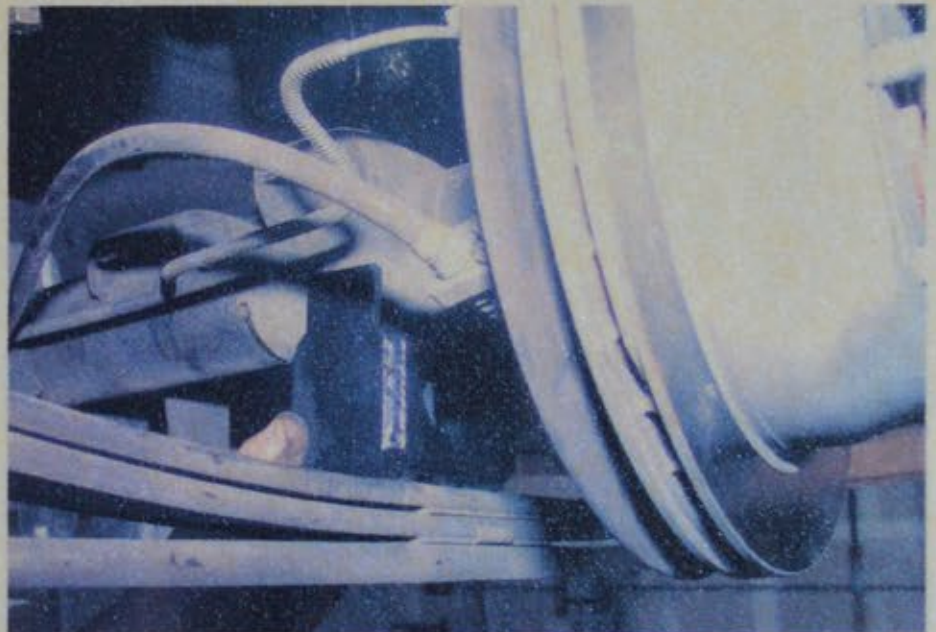
9. To finish the install, Mike bolted on the factory brake rotor and caliper.



10. Moving to the rear, Mike supported the axle with a jack, removed the U-bolts, and marked out the area of the frame to cut using a plasma handheld cutting torch for the C-notch. He used a plasma cutter to cut the frame.



11. Using the supplied hardware, the C-notch plate was bolted on using Grade 8 bolts, and checked for alignment and angle.



12. Mike then installed the flip kit underneath the axle and checked alignment.



13. To wrap up the rear, Mike tightened the U-bolt nuts and reinstalled the wheels and tires.

► Source

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