



A DIFFERENT DROP

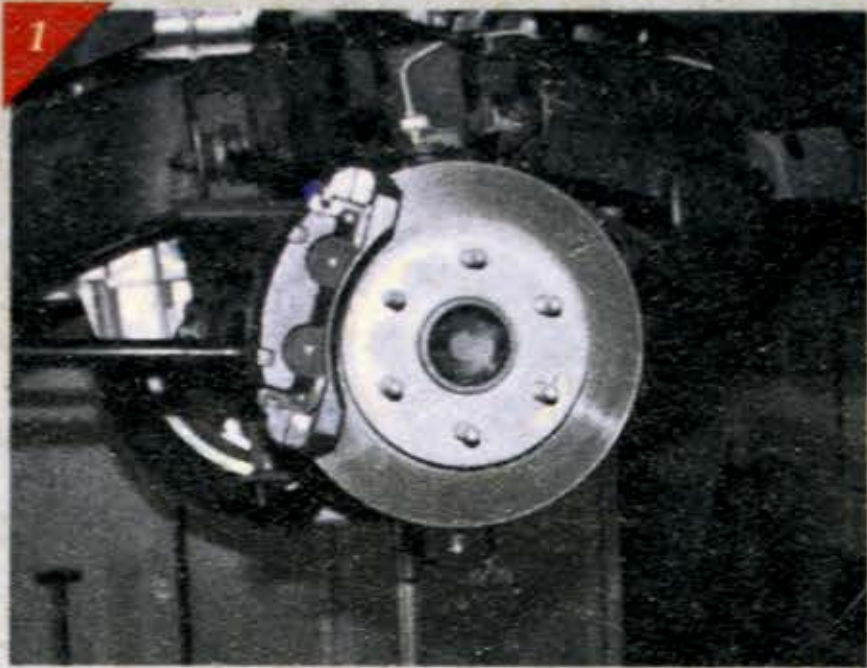
DROP SPINDLES FOR YOUR NEW TAHOE/SUBURBAN

BY MIKE MCGAUGHY

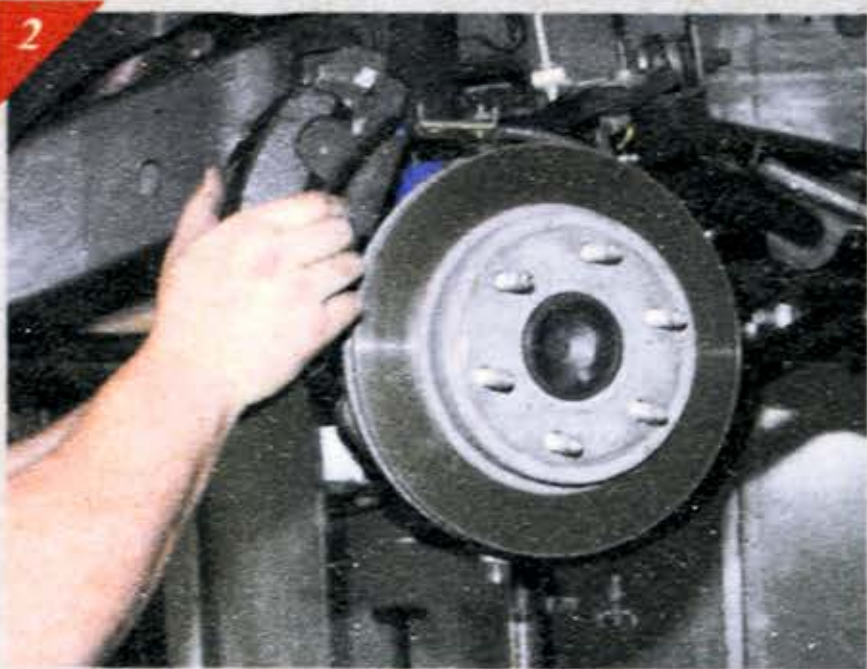
For those of you who don't know about us, here's a little of our background regarding steering and suspension. We have been working on steering and suspension since 1987 when we engineered our 1955-57 Classic Drop 2-inch spindle. At the present time, we manufacture 23 different drop spindles for cars and trucks. All of our castings are made in the USA (California), and we do all of our machining in-house. We have four machining centers and two turning centers. We maintain very high standards in our quality control department, and we assemble every fifth spindle as well as perform a Rockwell Hardness Test on spindle castings and the chrome-moly spindle pins. At this time, we are the largest manufacturer of classic vehicle spindles. We have 11 employees and occupy 15,000 square feet of manufacturing space.

In 2002, we decided to move into the late-model truck suspension market because there weren't any drop spindles for the new GM trucks and Tahoes. In June 2002, we started designing our new truck drop spindle with our computer-aided software system. After a few weeks we had something to start with. We borrowed a late-model chassis and started machining the first pair from a solid block of iron. After 80 hours of machine time, we had our first pair. We then purchased a 2002 extended cab truck and a 2003 Tahoe to test our

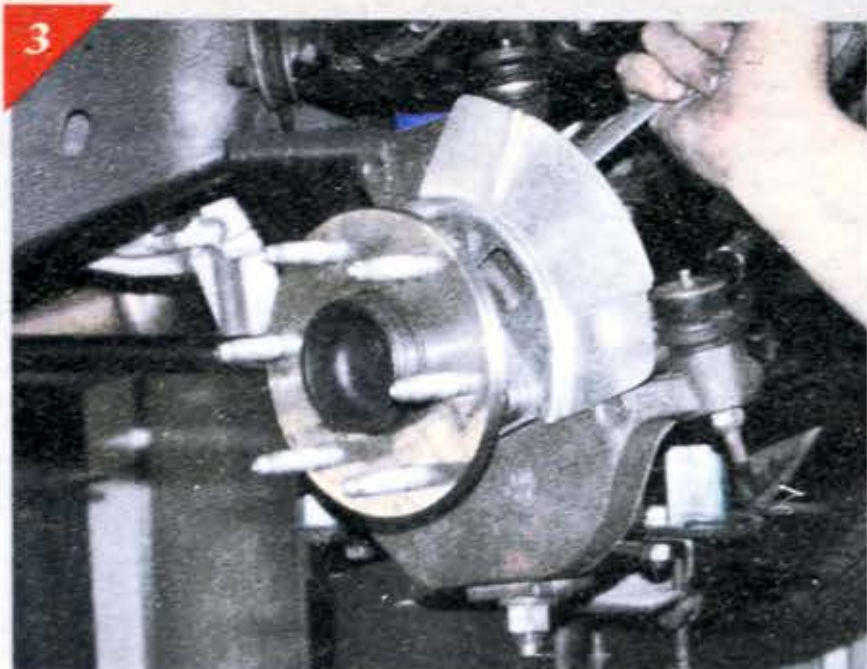
► P. 64



The truck is first supported (in this case, it's on a lift), and the suspension is also secured with a stand.



Remove the brake calipers and secure them so that they will not get damaged.



Pull the brake rotors off of the hubs then remove the three hub bolts from behind the factory spindles.



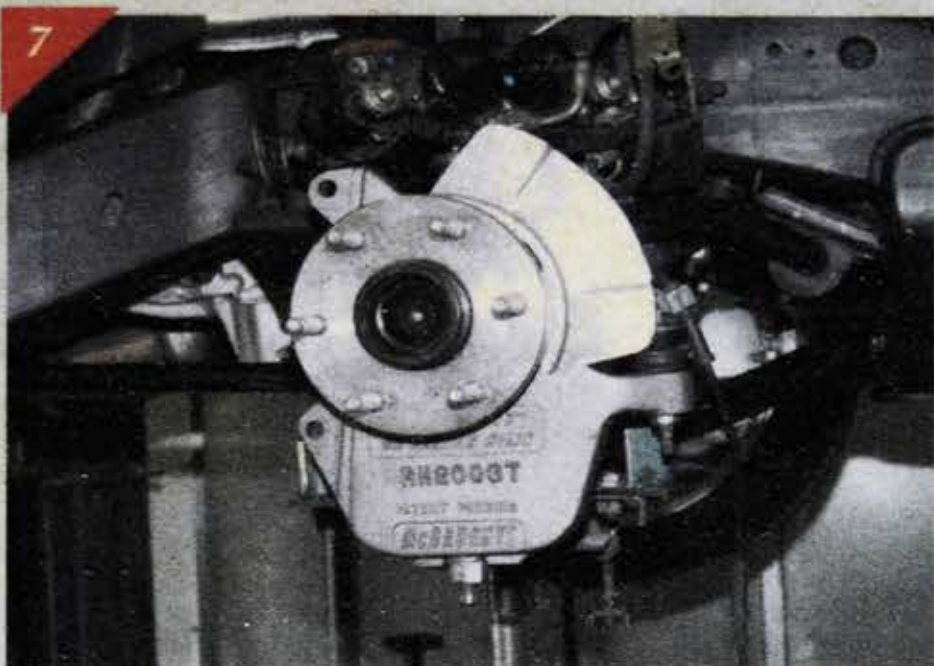
At this point, the hubs should come off of the spindles without too much effort, although you may have to pry them off or tap the rear of the hubs with a hammer to loosen them up. You can also loosen the ball joints and break the spindles free.



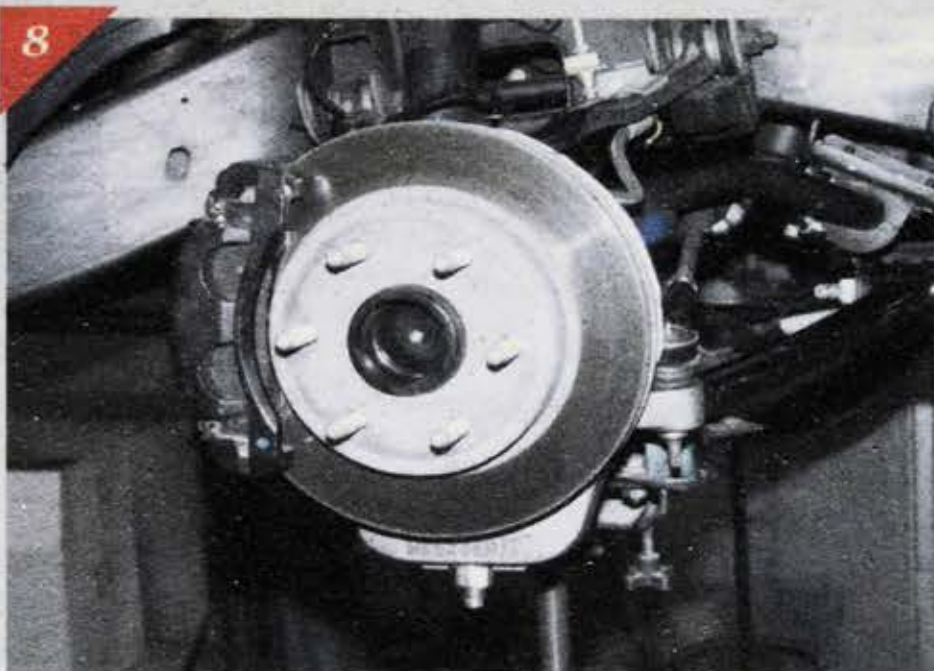
With the spindles still attached, remove the tie rod ends then remove the spindles.



The new McGaughy's drop spindles can now be bolted onto the ball joints and the steering reattached.



Bolt the factory hubs onto the new spindles.



The rotors and brake calipers also bolt onto the McGaughy's spindle using the factory hardware, completing a relatively effortless, yet very effective front lowering job.




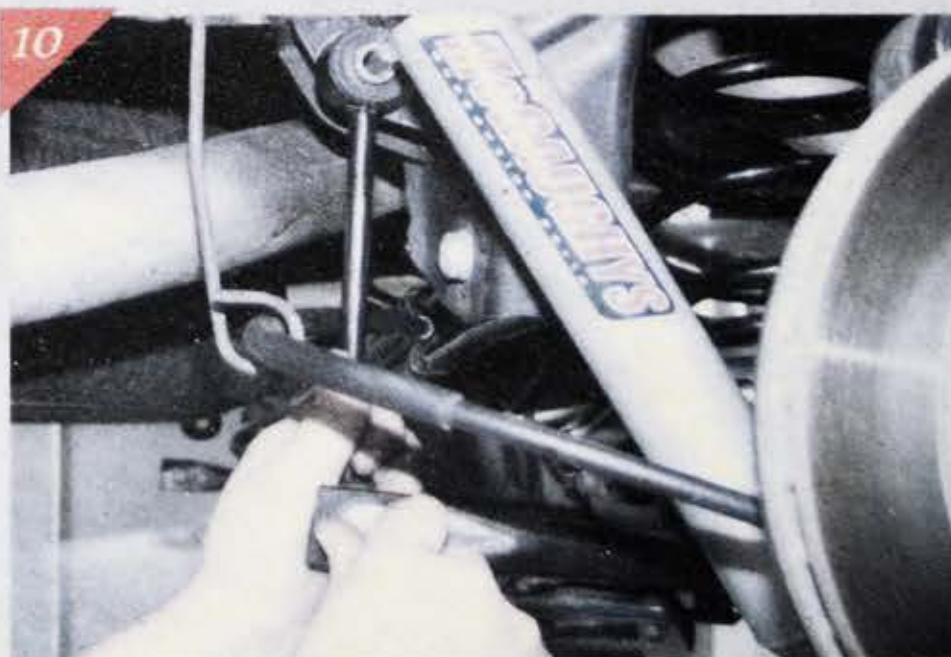
McGaughy's rear drop kit is also an easy install. The original coil springs can be replaced with these McGaughy's springs, and the shocks are replaced with McGaughy's performance shocks, which help maintain a good ride.



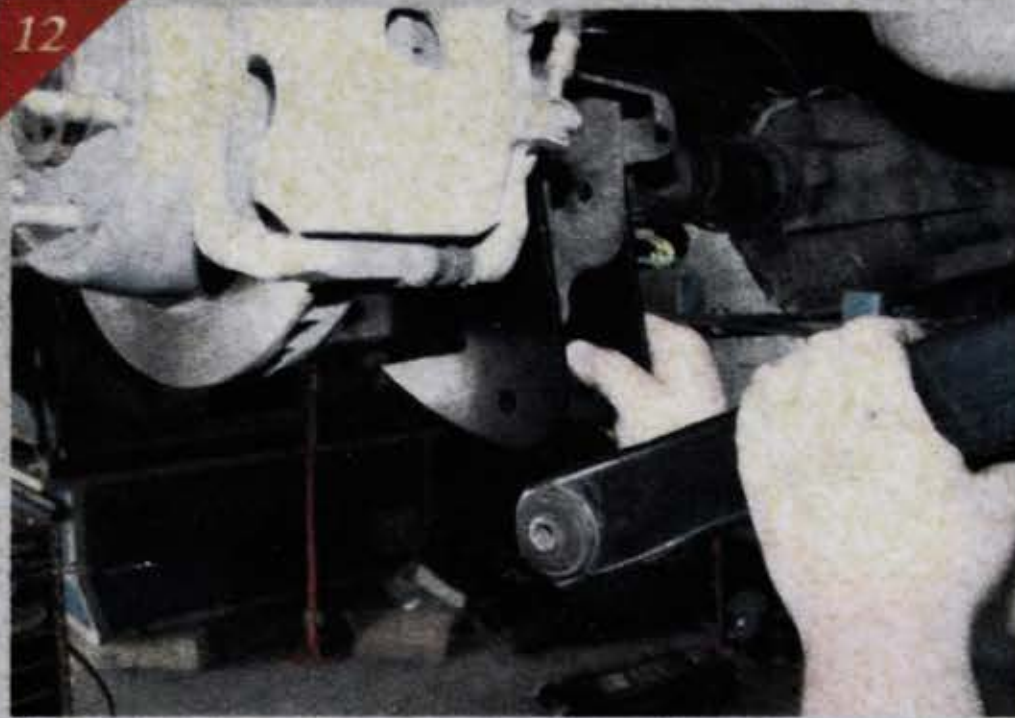
Replacing the coils is as simple as pulling the factory coils out of their perches and dropping the McGaughy's drop springs into place. The shocks will hold the shorter springs in place.

parts on. After some tweaking and adjusting of the machine program, we got the truck spindles to fit with proper factory alignment specs. Next, we started the same procedure for the Tahoe. By September we had both vehicles on the road as daily drivers without any problems.

In October 2002, we started our patent process with a law firm from San Francisco. We have almost completed our patent process and can advertise "patent pending" legally! Besides drop spindles, McGaughy's also offers a full line of lowering suspension for the front and rear of trucks and Tahoes/Suburbans for 1973-2003 GM vehicles. We have shocks, C-notches, flip kits, front and rear springs, hangers, and shackles for each group of years, instead of a universal unit. We recently lowered a new Tahoe in our shop using our new drop spindles, taking photos as we went to show you what's involved. If you'd like more information, give us a call using the information provided. 



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New link bar relocators are bolted onto the rear end to keep it aligned, which is especially important when using McGaughy's 5-inch rear drop kit.

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SOURCE

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