

1994-1999 Dodge Hub Kit – Stage 1 4x4, Front Axle “Free Spin” Conversion Kit

Some of the less common tools, which will be required:

- 6-point Spanner socket (OTC #7090-A or equivalent) OR 4-point Spanner socket (OTC #7158 or equivalent). These can be purchased from Dynatrac or an auto parts store.
- 14mm, 12-point, ½” drive socket
- 1-11/16”, 6 point socket
- Calibrated torque wrench.
- Anti-Seize compound.
- High quality, disc brake wheel bearing grease.
- Bearing Race Punch (Snap-on #PPC14LA is a good one) to install bearing races.
- 4 quarts of high quality gear oil - OPTIONAL

Preparation and Inspection Checks:

1. Read all instructions completely. Only perform this installation if you are an experienced, fully equipped mechanic. Inspect all boxes and packing material to expose all the parts in the kit. Using the bill of material attached, verify that the kit is complete. Contact Dynatrac about any shortages at (714) 596-4461. Do not start the installation until you are sure you have everything you need. Allow yourself plenty of time. You will need anywhere from 5 to 10 hours depending on your skill and experience level.

ⓘ INFORMATION: Trucks with dual rear wheels will require the use of a special dually wheel adapter. These can be purchased through Arrowcraft at (248)-280-0210. These parts have been made to work specifically with Dynatrac’s Free-Spin kit.

⚠ WARNING: While working with tools, always wear proper safety equipment including safety glasses and gloves. Improper use of tools and equipment can cause injury or death.

⚠ WARNING: Only perform this installation if you are an experienced, fully equipped mechanic.

2. You can reuse the original U-joints, but it is a good idea to replace the U-joints when installing this kit. We have designed it to work with your original parts. Use caution not to damage your U-joints when removing them from the outer axle shaft. If you do need a U-joint for this application the U-joints are common at most auto parts stores, and are in stock at Dynatrac.

ⓘ INFORMATION: Replace old U-Joints if they are worn. This kit is NOT compatible with front wheel ABS on 94 thru 99 Dodge trucks. Dynatrac does not recommend installing this kit on a vehicle equipped with front wheel ABS. This kit has no effect and is compatible with Dodge trucks equipped with only rear wheel ABS.

⚠ WARNING: This kit does not support front wheel ABS. Dynatrac does not recommend installing this kit on a vehicle with front wheel ABS as the system will no longer have a front wheel speed sensor and will not function.

3. Inspect the inside of the new wheel hubs for any leftover debris or dirt. Wash the inside thoroughly with rags and hot soapy water. If the bearing races are not already installed in the wheel hubs, use a race driver to install them at this time. Snap-on, 9/16 race driver, #PPC14LA works great.
4. Test fit the new inner and outer bearings onto each of the new spindles. The bearings will fit snug, but go on easily by hand. However, it is a very precise fit. If they get cocked they will lock themselves into place. Tapping them lightly on the high side will straighten them out. Patience is essential.
5. Raise the front axle off the ground and secure with jack stands. Remove the wheels.

⚠ WARNING: Always use appropriate jack stands when raising your vehicle. Never work under a vehicle that is not properly secured. Be sure to chock any wheels that are on the ground.

Begin Front Axle Teardown:

6. You may wish to remove the differential cover and drain the gear oil. It is common for oil to leak into the axle housing tubes when the inner axles are pulled outward past the inner axle seals. Whether you drain the oil or not, it is best to thoroughly clean the inside of the axle tubes from any dirt, rust or oil residue BEFORE re-installing the axle shafts later in the install process.
7. Using the 1-11/16" socket and a long breaker bar (or impact gun), remove the cotter pin and the big nut at the center of the stock live spindle assembly. The nut can be very tight. Have someone step on the brake pedal to keep the stock hub from rotating if needed.
8. Remove the calipers and hang them securely from the frame without disconnecting the brake hoses.

9. There is one pilot diameter machined on the outer end (long side) of the new wheel hubs. The pilot locates the wheel. Make sure that the wheel fits easily but snugly around the respective pilot diameter.

ⓘ INFORMATION: Trial fit all parts on both sides of the truck before assembly.

10. To remove the unit bearing/rotor assembly: Use ONLY a 14mm 12 point socket to remove the 4 bolts that hold the live spindle assembly to the knuckle. Other sockets may appear to fit, but may cause the bolt heads to become rounded off!! They are removed from the backside. Set aside unit bearing and the brake shield. Keep the four (4) bolts for installing the new spindle.

⚠ WARNING: Do not use high heat to remove the live spindle from the knuckle, this can cause damage to the components and reduce their strength.

11. Separate the rotor from the live spindle by driving out the studs using a brass drift. DO NOT damage the studs because they will be re-used. Replace any damaged or questionable studs. You will also re-use the rotor.
12. Your truck is equipped with an axle disconnect mechanism in the RH axle tube. Remove the vacuum motor from the disconnect housing mid-way on the RH tube. Inside will be a splined collar. Note how it mates with the axle shafts inside. These parts must be re-installed when the RH axle shaft is assembled later in the install process.
13. Remove the axle shaft assembly. It is only held in by tight seal tension at the differential. Use 1 or 2 pry bars between the yoke and the end of the axle housing to pull straight outward if necessary. Be careful not to damage your axle seals when removing the shafts. Set shafts aside.
14. Remove the stock outer shafts from the U-joints. The U-joint caps are matched to the U-joint so make sure that they are put back in the right locations. Install the new 35 spline outer shaft onto the U-joint. If the old joints are worn out, this is the best time to replace them. If you need a U-joint, the U-joints are common at most auto parts stores, and are in stock at Dynatrac.

ⓘ INFORMATION: Replace old U-Joints if they appear worn.

Begin Front Axle Reassembly:

15. Install the slinger, dust boot, and thrust washer on the outer shafts. They should press onto the shoulder of the outer shaft. Be careful not to damage the bearing surface on the shaft. **See Illustration A.**
16. If you have not cleaned the inside of the axle tubes as discussed in Step 7. Do so at this time.
17. If not already assembled, press the needle bearing into the back of the spindle. When installed correctly the needle bearing should be $\frac{1}{4}$ " below the surface of the spindle. This leaves enough room for the seal to also be fit in to place. **See Illustration A.**
18. Test fit your outer shafts fully into the needle bearing in the back of the spindle. It should go in completely, easily and rotate freely. If it is tight, or does not rotate easily contact Dynatrac for a replacement. Be careful not to damage the spindle seal (if already installed) with the splines when installing the shaft.
19. Coat the seal surfaces on the inner shafts lightly with grease at the end of the shaft that is going into the differential.
20. Your truck is equipped with an axle disconnect mechanism in the RH axle tube. Make sure the spline collar discussed in **Step 14**, is in its proper place inside the disconnect housing. The collar must easily slide back and forth over the large splines on the inner RH shaft (never removed) and the middle RH shaft, which should now have the new 35-spline shaft mounted to it.
21. **Carefully insert the shaft into the axle housing.** Be careful not to get any dirt or other contamination on the shaft as you install it, as it could damage the bearings and seals. Guide the shaft up into the inner seal and differential gears. Use a rubber mallet to tap the end of the shaft inward until it stops. You may have to rotate the shaft to align the splines in the differential.
22. The spindle needle bearing must be generously packed with grease. Fill the boot seal on the outer shaft with high quality wheel bearing grease. Coat the area around the thrust washer with grease.
23. Install the brake splash shields for the front disc brakes between the spindle and the knuckle. Make sure they are not on backwards, or the shield will not allow the rotor to be installed.

24. Put a light coating of anti-seize compound on the shoulder surface of the spindle. The anti-seize will make any future servicing much easier. While guiding the outer shaft through the spindle, mount the spindle into the knuckle; be careful not to damage the seal in the back of the spindle.
25. Reuse your four (4) spindle mounting bolts (9/16-18 x 1.25") to secure the spindle to the knuckle. Apply Lock-tite 271 to the bolts. Tighten the bolts to 85 ft-lbs in a criss-cross pattern. Make sure the spindle is firmly seated and there are no gaps between the knuckle, shield, or spindle.

 **WARNING: Use a calibrated torque wrench on all bolts. Always torque bolts in the order listed.**

26. Check the shaft assembly for some endplay in and out. There MUST be at least some endplay. The grease may make it difficult to feel the end play, so you may want to pry the shaft in and out several times using screwdrivers at the U-joint until you are certain that end play is present. **DO NOT CONTINUE IF THERE IS NO END PLAY.** Also look inside the disconnect housing. Make sure the seal is riding on the axle shaft seal surface of the RH mid-shaft.

 **WARNING: Do not continue if there is no endplay in the shaft assembly after installation. Contact Dynatrac for assistance.**

27. Mount the rotor to the back of the new hub. It should fit the pilot snug. Make sure there are no gaps whatsoever between the rotor and the wheel hub flange. Drive or press the wheel studs through the rotor and into the wheel hub. Make sure that each stud is all the way in. The rotor should be tight against the back of the hub.

 **WARNING: DO NOT pull the studs through with a lug nut, as this will risk your safety and the safety of those around you on the highway. Improperly installed studs can cause major failures that could lead to injury or death.**

28. Pack the new wheel bearings with grease. Proper packing of the bearings is essential to bearing life and safety. **Grease must thoroughly and completely fill the voids between each roller, especially underneath the roller cage.** Do not just smear grease around the outside. This can easily be accomplished by hand or with a simple bearing packer and grease gun available at any auto parts store. If you are not sure how to pack a bearing by hand, **Dynatrac can provide a one page guide written by Timken via Fax, Email, or US Mail on request.** Load the inner bearing (large) into the new hub and drive the hub seal into the back of the hub. The open side of the seal faces the inside of the hub. Use your finger to also fill the area between the lips of the seal with grease.



WARNING: Properly packing the wheel bearings is essential to bearing life. Failure to properly lubricate a bearing can result in bearing failure, damage to other components, and risk of serious injury or death.

29. On the new hubs, completely fill the area inside the hub, between the bearings with grease up to the inside diameter of the inner & outer bearings. Don't skimp on the grease. There must be enough grease between the bearings so that centrifugal force does not pull grease away from the bearings into the center of the hub.

30. After fully packing with grease, install the new wheel hubs onto the spindles. Be careful not to damage the hub seal as it slides over the threaded end of the spindle. Push the hub onto the spindle until the inner bearing bottoms out. **If it gets stuck part way, stop!** Pull the hub off and try again, keeping the bearing straight as it slides onto the spindle. Push the outer bearing over the end of the spindle and into the open end of the hub. It must seat against the outer race in the wheel hub.



CAUTION: Be careful not to damage the hub seal when installing it over the threaded end of the spindle.



WARNING: Do not use the spanner nuts to force the hub and bearings onto the spindle. If necessary, you may gently use a rubber mallet to tap the outer edge of the hub.

31. Screw the inner spanner nut onto the end of the spindle. There are two (2) types of spanner nut sets, 4-point & 6-point. On the 6-point style the inner and outer nuts are identical. On the 4-point style, the inner nut has a tiny pin which must face outward. Torque the inner nut to 50 ft lbs while rotating the hub. Then back off the inner nut approximately $\frac{1}{8}$ to $\frac{1}{4}$ of a turn. See page 1 for sourcing the proper hub socket. DO NOT use punches to tap the nuts around!

 **WARNING: When installing a 4-point style spanner nut, the inner nut pin MUST face outward.**

 **WARNING: Use the proper tools and procedure to install the spanner nuts or you may damage the bearings.**

32. **For 4-point spanner nuts only:** Align the pin on the inner nut with a hole in the lock washer. The tab on the inside of the lock washer must align with the slot in the spindle at the same time. Be careful not to tighten or loosen the inner nut too much to achieve alignment. The hub should spin freely with no pre-load on the bearings, but not have more than .001" of end play. Only after the washer is fully seated against the inner nut, may you screw on the outer nut (has no pin). Tighten the outer nut to 70-75 ft-lbs.
33. **For 6-point spanner nuts only:** Install the star shaped lock washer with the outer tabs pointing outward. Align the tab on the inside of the washer with the slot in the spindle. Put a coat of grease on the back of the outer spanner nut. Screw the outer spanner nut on the spindle and tighten to 65-70 ft-lbs. Then bend at least one of the tabs over the front of the outer nut into one of the six (6) points on the nut. The hub should spin freely with no pre-load on the bearings, but not have more than .001" of end play.
34. Install the WARN® premium locking hubs. The gear body just slides in, and is held in place by the big internal snap ring. Then the small snap ring goes over the end of the outer axle shaft. You may need to pry the axle shaft outward to expose the snap ring groove on the end of the shaft.
35. Six (6) Allen screws hold on the cap. DO NOT over tighten the Allen screws. Further instructions are included with the locking hubs. Please refer to those directions for installing your hubs.

36. Check the hubs by locking and unlocking several times. Never use tools to turn the locking hub knobs; they should turn without the use of a tool. Rotate the wheel forward and backward while simultaneously turning the knob if you feel too much resistance.

 **CAUTION: Further instructions are included with the WARN® locking hubs; follow them for proper installation.**

 **CAUTION: Never use tools to turn the knob on the locking hub; it should turn without the use of a tool.**

37. Put the caliper back over the rotor and secure using your original caliper bolts with some Lock-tite 271. Tighten bolts to factory specifications. Spin the rotor and make certain that the caliper has adequate clearance from the brake rotor.

38. Your truck is equipped with an axle disconnect mechanism in the RH axle tube. Use silicone to seal and reinstall the vacuum motor on the disconnect housing. Make sure the fork engages the slot on the outside of the collar.

39. Install your wheels on the new hubs and tighten your lug nuts to 110 ft-lbs.

40. If any gear oil was lost during installation of your hub kit, refill the axle to the previously noted level and test drive.

 **WARNING: Failure to properly refill the axle with Gear Oil can cause serious gear and bearing failure which could result in serious injury or death.**

41. Recheck bolt torque on lug nuts after test-driving.

42. Verify the proper gear oil level after a test drive.

43. Check the torque on your lug nuts every 500 miles.

 **WARNING: Failure to check bolt and lugnut torque can cause serious accident, component failure, serious injury or death.**

Bill of Material

94'-99' Dodge "Free Spin" Hub Kit Stage 1

CR60-3X1104-B

No ABS option. U-Joints not included.

| <u>Description</u> | <u>Quantity</u> | <u>Dynatrac P/N</u> |
|-------------------------------|------------------------|----------------------------|
| Hub | 2 | CR60-1104-B |
| Spindle | 2 | CR60-3105-B |
| Spindle Bearing & Seal Kit | 2 | DA60-3123-A |
| Outer Shaft Slinger | 2 | DA60-3C132-A |
| 35 Spline Outer Shaft | 2 | CR60-3B387-A |
| Inner Wheel Bearing | 2 | DA60-1244-A |
| Inner Wheel Race | 2 | DA60-4222-B |
| Outer Wheel Bearing | 2 | DA60-1244-B |
| Outer Wheel Race | 2 | DA60-4222-C |
| Hub Seal | 2 | DA60-1175-D |
| Spindle Nut 6 Point | 4 | DA60-1195-A |
| Spindle Nut Washer | 2 | DA60-1198-A |
| Warn Locking Hubs - 35 Spline | 1 | DA60-3B396-B |