



TOMS OFFROAD

Spindle Removal Instructions using
#3488 Spindle Removal Tool

TOOLS NEEDED:

Spindle Removal Tool	7/8" Open End Wrench
15/16" Socket & Ratchet (1/2" Drive Recommended)	Anti-sieze lubricant

Do not use an impact gun with this tool. Use of an impact gun will greatly reduce the tool longevity.

NOTES:

- Apply penetrating oil/rust breaker or WD40 to the back of the spindle prior to removal for easier removal.
- It is important to apply anti-sieze lubricant to the tool threads. Failure to do so will cause premature wear.

INSTALLATION:

1. Lubricate the threads at the end of the spindle removal tool with anti-sieze lubricant.
2. Thread the large portion of the tool onto the spindle threads. It may be necessary to clean the spindle threads first if there is any rust on the threads. Make sure the tool is threaded at least six full turns onto the spindle to ensure full engagement.
3. Place a 7/8" wrench on the small diameter end of the tool where the two flat spts are machined into the tool.
4. Using a 15/16" ratchet and socket, slowly start to turn the bolt on the tool clockwise. This will run the bolt into the tool.
5. Once the bolt makes contact with the axle shaft, the tool will start to pull the spindle out and away from the knuckle. Continue turning the bolt clockwise until the spindle is loose from the knuckle.
6. Once the spindle is loose from the knuckle, remove the tool from the spindle and back out the bolt so that it is ready for the next use.

4. With the axle centered under the vehicle, measure the eye-to-eye distance of the tracking bar mounts on the vehicle. Adjust the length of the new tracking bar to match this measurement by turning the threaded end to extend or shorten the overall length of the tracking bar.

NOTE: The maximum exposed thread length is 3 inches. Generally, this allows for up to 6 inches of suspension lift on early model Ford Broncos.

5. Insert the furnished polyurethane bushings and steel wear sleeves into the appropriate bar eyes using a silicone-based grease.
6. Install the bar with the adjustable end toward the frame. The bar's main bend should be pointing toward the front of the vehicle in order to clear the front differential.
7. Re-check body alignment as seen in step 2. Once alignment is confirmed, tighten the jam nut on the adjustable tracking bar.
8. Install the castellated nut on the differential end of the tracking bar and secure with cotter pin. Torque the hardware on the frame side of the tracking bar to 82 ft-lb.
9. With the Bronco on the floor, cycle the steering gear from lock to lock. While doing this, inspect the tires/wheels, steering, suspension and brake systems for proper orientation, tightness and adequate clearance.

IMPORTANT PRODUCT USE INFORMATION:

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in roll over resistance by increasing tire track width. In other words, go "wide" as you go "tall." Many sportsmen remove their mud tires after winter/hunting season and install tires more appropriate for street driving; always use as wide a tire and wheel combination as you can to enhance vehicle stability.

We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional rollbar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performances and capabilities are decreased when significantly larger/heavier tires and wheels are used. Take this into consideration while driving.

Do not add, alter or fabricate any factory or aftermarket parts or increase vehicle height over the intended height of this product.

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift may be achieved, varies greatly. Several states offer exemptions for farm or commercially registered vehicles. Please check with your state laws to ensure compliance.