

MACK INSTALLATION

Procedure for KING PIN STEERING KNUCKLE

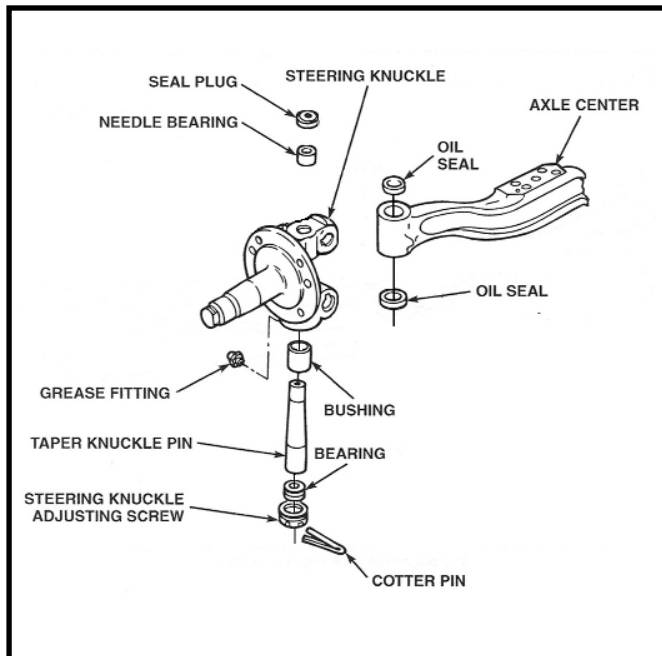
Proper procedure for K533M, 70.533.13, 50.533.13, K616M, 70.616.13, 50.616.13 Mack king pin kit installation:

Kit numbers

K533M, 70.533.13, 50.533.13

PREPARATION

The load carrying bearing must be pre packed. Put the spindle in place, push the King Pin up into spindle and axle, use a bottle jack against the bottom of the king pin, jack up until the vehicle is lifted off the jack stands. Using a large hammer hit the top of the axle just inside of the spindle with three or four solid hits. Lower jack back down so the vehicle is sitting on jack stands again and remove jack.



BEARING INSTALLATION

The king pin is now locked in place in the axle. Put the bottom bearing into the threaded plug and thread the plug into the bottom of the spindle. Tighten threaded plug until the spindle will no longer turn, back the plug off one cotter key slot. Place the bottle jack against the bottom of the spindle next to the bore and again lift off the jack stands. Using feeler gauges, there should now be a gap between axle and spindle both top and bottom, measure the top gap and it should be between .006 and .010. If it is more or less adjust with threaded plug. Cover top of spindle with tap in plug and install cotter key in bottom threaded plug.

PROCEDURE DIFFERENCE

for Kit numbers

K616M, 70.616.13, 50.616.13:

Instructions for these kits the same as above kits only with a gap of .005 to .027 on top of axle and adjustment required when gap on bottom side of axle is less than .005 or when binding is encountered.

CHECK INSTALLATION

Use a magnetic base dial indicator to check vertical movement at bottom of spindle by securing indicator to bottom of axle and dial against bottom spindle bore, their should be .000 movement. Do this on both sides and each should be the same. Repeat this again in three to four weeks if possible to make sure bearings haven't worn in and bearing preload conditions haven't changed.