

Ford racing hubs with 3" hardened studs
Item 50520. MPN# M-1104-A



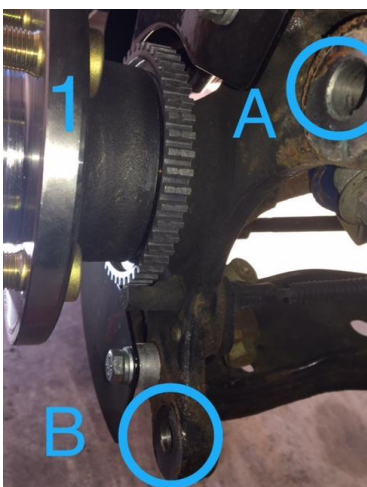
Tools needed
Car jack
Jack stand
Wheel removal tools
10 open end Lugnuts 1/2" x 20

Torque wrench with 225 pound capacity
15 mm socket
36 mm socket can be rented at parts stores
1/2 drive ratchet
C-clamp
Medium and a large flat blade screwdriver
Bungee cord to hang brake caliper
Anti-seize Grease
Axle grease
Blue locktite
Can of brake clean
Safety glasses

ALWAYS WEAR EYE PROTECTION !!!

Procedures

1) With car jacked up and front wheels removed locate the 2-15 mm bolts that hold the caliper bracket in place I'm listing these bolts so you can leave the caliper attached to the mounting bracket and save a step. Location for bracket holes can be seen better with the bracket off picture 1 A&B.



2) After caliper removal rotor should come right off, you may have to tap in between lug nuts with a hammer if it has corrosion, in this case it may help to spray with some rust inhibitor and put the lugnuts on to protect the lugs from being hit by the hammer Set rotor off to the side.

3) In this step you need to remove the dust cover. To do this start with the small flat blade screwdriver tapping the edge pic 2 arrow as you rotate the hub once it has loosened use the large blade screwdriver with the reverse prying motion to pop the cap off gentle this has to be reused.



4) when the grease cap is removed the 36 mm nut will be exposed it is torqued at 221 pounds and loosens counterclockwise. The spindle nut that you take off is a one time use your new hubs from American muscle includes a new spindle nuts.



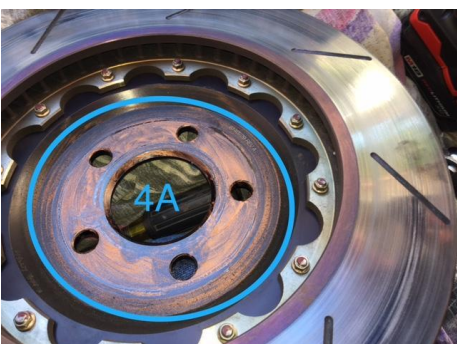
5) Remove spindle nut and the hub slides right off. set your old hub to the side so it can be compared to the new hub to make sure that the parts are compatible. With the rag wipe down the spindle to check for any damage or burs. Then lightly wipe some axle grease onto the spindle pic 4.



6) Slide your new hub assembly onto the spindle holding it in place with one hand while you thread the new spindle nut on with your other, hand tighten and check that the hub spins freely, it is now ready to be torqued down to 221 ftb. per ford 2007 Workshop Manual 204-01-4.

7) install grease cap by gently tapping the edges with a socket and small hammer while rotating the hub till it is flush and touching the wheel hub all the way around as seen in pic 2.

8) clean any corrosion from the back side your brake rotor it helps to rub some anti seize grease to aid in next removal pic 4)A. Set rotor in place it is best to hold it on with a new open end hand snugged lugnut to make it easier to slide your caliper on. when in place spray with brake clean to remove grease residue.



9) before reinstalling the brake caliper you may have to compress the caliper pistons.

With a C clamp gently push pistons back in the housing, make sure to remove the cap on brake the master cylinder when compressing the calipers, check to make sure that there is not too much fluid in the master cylinder some may have to be removed with the syphon so it doesn't spill over. Reinstall caliper brackets using blue locktite and torque to 85 lbs

10) reinstall wheels with your open end Lug nuts. Remove car off jackstands and then torque lugs to 90 ftb make sure to re-torque lug nuts after about 50 miles of driving for safety measures

11) prior to driving the car in park with engine running pump the brake pedal till firm and check that your brake fluid is at the proper level

You have now completed with your Ford racing 3 inch stud hubs with new bearings

