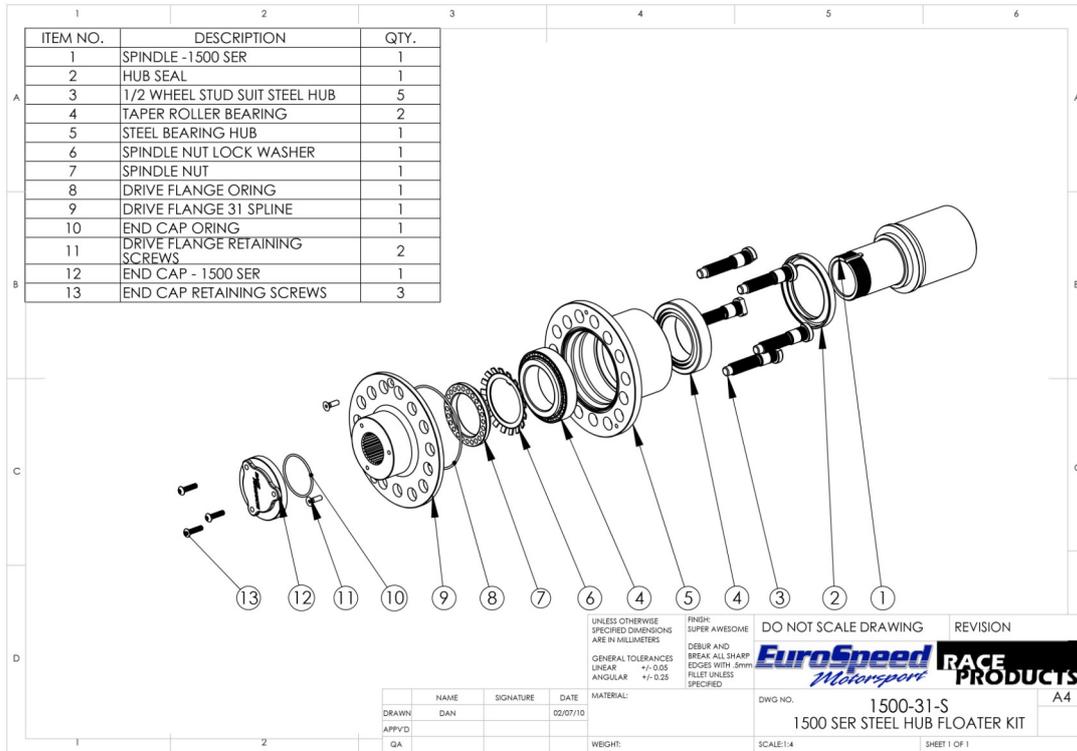


RACE PRODUCTS

1500 Series Standard Floater Kit Assembly Instructions



The Race Products 1500 Series Standard Steel Floater Kit is supplied in a partially assembled state. Each steel hub has been factory fitted with 2 x taper roller bearings, and a rear oil seal. All other parts required for assembly are supplied with the kit.

The Spindles supplied with each floater kit, have to be machined to size, and welded into your diff housing, we recommend that this part of the process is carried out by a certified Engineer/Welder.

These instructions only cover the assembly procedure, and do not cover the process of installing the spindles to a diff housing.



The Floater kit is supplied with:
 2 x hubs, 2 x spindles, 2 x drive flanges, and
 1 x fitting kit containing 2x end caps and all
 required assembly hardware



The hub is pre-assembled with bearings and seals, and will require a locking tab and hub nut to be fitted and adjusted

This next part of the installation covers installing the hub, adjusting the bearing pre-load, and installing the locking tabs.

Please ensure each instruction is fully adhered to.



The hub can be slid on to the spindle, taking care not to damage the threaded section. The assembly will push on with minimal force, if you find it to be tight, please remove and check cleanliness of components before trying again.



Next Install the Locking Tab, this will locate positively onto the slot in the spindle, preventing it from rotating.



The Hub nut is then installed and adjusted using the following procedure:

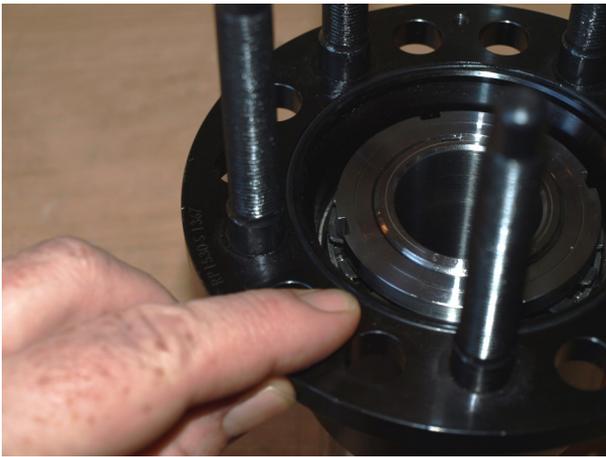
1. Tighten the hub nut to a torque setting of 28 Nm.
2. Rotate the hub a number of times to ensure everything is properly seated
3. Loosen the hub nut until the hub can spin freely



Once the hub nut has been tightened and adjusted correctly, bend one tab of the lock tab into a groove on the spindle nut, using a screwdriver or small pry bar.

Note

DO NOT RUN THE VEHICLE WITHOUT FOLLOWING EVERY STEP OF THE PROCEDURE ABOVE FOR TIGHTENING, ADJUSTING AND LOCKING THE HUB NUT, AS THE BEARING WILL BE DAMAGED, OR THE VEHICLE COULD BE UNSAFE TO DRIVE.



Fit the supplied O-Rings to the groove in the hub face, ensuring the area is clean first.



**Next install the drive flange.
(The drive flange will simply slide over the Wheel studs)
Fit and tighten the two M5 x 16 countersunk retaining bolts, and TORQUE tighten to 2.0Nm.**



Insert the axle shaft through the flange, and into the centre.



Push the axle into the diff until the retaining circlip stops it from going in further.



Fit the supplied O-Rings to the groove in the end cap, ensuring the area is clean first.



Fit the end cap, install the three M5 x 16 socket head cap screws and torque tighten to 3.0Nm