



YUKON

Toyota Birfield Eliminator



Start by removing all the stock axles, grease and inner axle seals.



Toyota housings vary in size in the area behind the inner axle seal. Because of this, you will need to test fit the bronze insert that goes behind the inner seal. This bushing prevents the axle from moving around inside the knuckle and coming in contact with the trunion bearings.



In most cases you will need to grind or machine the bronze bushings to fit your housing. Yukon gives you three bushings in this kit. You will only use two of these bushings, the third one is put in the kit just in case you make an error when grinding the bushings.



These bushings should be a moderate press fit. After the bushings are installed you can install the inner axle seals and the housing is done.

(OVER)

Now that the housing is done you can install the universal joints and slide the axels into the housing.



Before you install the spindle you will need to install the plastic thrust washer on the stub axle.

We have found that some Toyota front ends do not have the clearance to allow you to use the plastic thrust washer, with that being the case, you will need to make sure that the axle spins freely after the spindle is installed using the plastic washer.

If your axle will not spin freely after the spindle is installed, you will need to remove the spindle and install the thinner metal thrust washer supplied in this kit.



The thrust washer will ride against the back of the spindle and it keeps the axle assembly from moving side to side. Once the spindle is reinstalled and you have made sure the axle spins freely, you are done and can finish assembling the brakes.

**WARNING DO NOT PRESS A BUSHING
IN TO THE BACK SIDE OF THE
SPINDLES THIS WILL CAUSE AXLE
FAILURE!**