

STEMCO KAISER™ CHANGING KING PINS ON UNITIZED HUBS
Rockwell FF981

When changing king pins on an axle with a unitized hub the manufacturer expects you to replace the inner parts that make up the hub assembled to the spindle. This can range in cost from \$700 to over \$1,000 dollars. Also the mechanic is required to move the spindle and hub assembly to a press and then to a honing or reaming device. The extra weight now makes this a two man job.

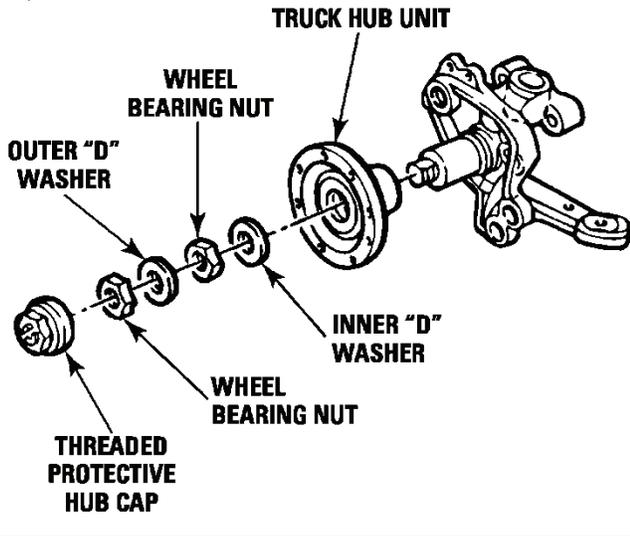
THE QWIK KIT ADVANTAGE

With the Kaiser Qwik kit spiral steel bushing, the mechanic can simply leave the spindle and hub assembly compressed on the floor, clean up the bores, twist in the Kaiser spiral bushing, check the pin fit and then reassemble. There is no need to transport the heavy assembly around the shop or replace the inner workings of the hub unit unless it is required. This can save hundreds of dollars & 2-3 hours of install time.

The STEMCO Kaiser kit is a K981R

Please call if you have any questions @ 888-854-6474 ext 2.

Figure 4



STEMCO KAISER™ Top Kick Kodiak King Pins
K80G, K110G & K120G

The Kaiser Qwik Kit spiral steel bushing is the easiest installing bushing on the market, as well as the longest lasting. These 3 axles have a big shimming problem designed in by GM.

The shim is not included in the kit and is very expensive. The shim is hard to get, use & install but that problem has now been solved by Kaiser with the inclusion of shims in all three of these kits.

The other thing to know is that the GM kit is only for one side where the Kaiser kits repair both sides. The Kaiser kit beats the GM kit in ease of installation, life expectancy and cost. The cost is the biggest factor and the reason that we do not even offer an Econo kit or Plus kit.

1. BEARING
2. SHIM AND/OR SPACER
3. SEAL
4. SEAL

