



WELCOME TO PROFORGED!

OUR COMMITMENT

Congratulations on your purchase of this high-quality Proforged 19-26 Silverado, Sierra 1500/21-26 Suburban, Tahoe, Yukon Drop Spindle Kit. They are engineered to the highest standards, utilizes the finest materials, and is built with exceptional craftsmanship and attention to detail.

While we understand your eagerness to start your build, please remember that your safety is our utmost priority. Always use an approved and appropriately rated jack, jack stand, or automotive lift, and take all necessary safety precautions to ensure the job is completed safely and correctly.

Before you start, read and understand all instructions thoroughly. With hand tools and essential equipment, you can do the main assembly and setup of your new drop spindles in your home garage, but if you feel unsure of your abilities during the assembly or installation and need some help or have any uncertainties, please seek the assistance of a qualified mechanic or automotive repair shop.

If you have any product questions or need guidance, please don't hesitate to call and speak with Proforged technical support at 952-985-5675. Remember, we're here to support you every step of the way and are committed to ensuring your assembly and installation process is successful and enjoyable. We wish you all the best!

BEFORE INSTALLATION

Before you begin the Proforged Drop Spindle Kit installation, read and understand these instructions carefully. If instructions are not correctly followed, personal injury, equipment, or product damage can result. Products that have been installed are not eligible for returns. To prevent mistakes, thoroughly read these instructions before you start the drop spindle kit assembly procedure.

Check your order as soon as possible upon delivery. Proforged has provided parts list tables and images, as shown on pages 4 and 5. Compare your order's contents against the tables. Call your authorized dealer immediately if you discover anything missing from your order. This kit requires no welding to assemble and install.

It is important to wear the appropriate personal protective equipment (PPE). However, the responsibility does not end there. Follow the manufacturer's instructions for safe use when working with power tools, and be cautious and responsible in your work. Make sure to ventilate combustible vapors and remove any nearby flammable materials.

SPECIAL NOTIFICATION

For trucks equipped with RPO code 5JL (factory Brembo brake upgrade), additional modifications to the dust shield are required for proper clearance for the Proforged drop spindle.

These Proforged drop spindles require a minimum 18" wheel.

ABOUT THIS MANUAL

PURPOSE

These instructions outline the installation of the Proforged Drop Spindle Kit that fits the 19-26 Silverado, Sierra 1500/21-26 Suburban, Tahoe, and Yukon trucks.

ITS CONTENTS

The information that follows is described in this instruction set:

- Required tools and supplies.
- Safety, hazard, and warning rules.
- Product overview and included parts.
- Installation and the setup procedures required for use.

Pages with images will have paragraphs and sentences with callout numbers that refer to their respective images, steps, and parts.

Procedures, once described in the text, are generally not repeated. When it is necessary to refer to another procedure, the page and step reference will be given.

REQUIRED TOOLS AND SUPPLIES

- Floor Jack
- Jack Stands
- SAE and Metric Wrench Set
- SAE and Metric Socket Set
- Torque Wrench (lb-ft)

SAFETY FIRST

- Work on your vehicle in an appropriate location.
- Park your car on a level surface.
- Use wheel chocks to prevent vehicle roll.
- Check your owner's manual for the correct jack lift points.
- Always support your vehicle with jack stands.
- Wear personal protection like safety glasses, gloves, and a fine particle respirator mask.
- Never use compressed air to clean brake or metal grinding dust from the brake, suspension components, frame, or rear axle housing.
- Grind metal only in a well-ventilated area, and wear a respirator until the dust has settled and the work area air has been cleared.
- Dispose of damaged or old parts in accordance with local laws. Do not throw any hazardous waste in the trash.
- Follow the manufacturer's instructions for safe use when working with power tools, and be cautious and responsible in your work.

Notice: These Proforged Drop Spindles are not compatible with GM Trucks equipped with Adaptive Ride Control (ARC) or Air Ride Adaptive Suspension. Do not use!

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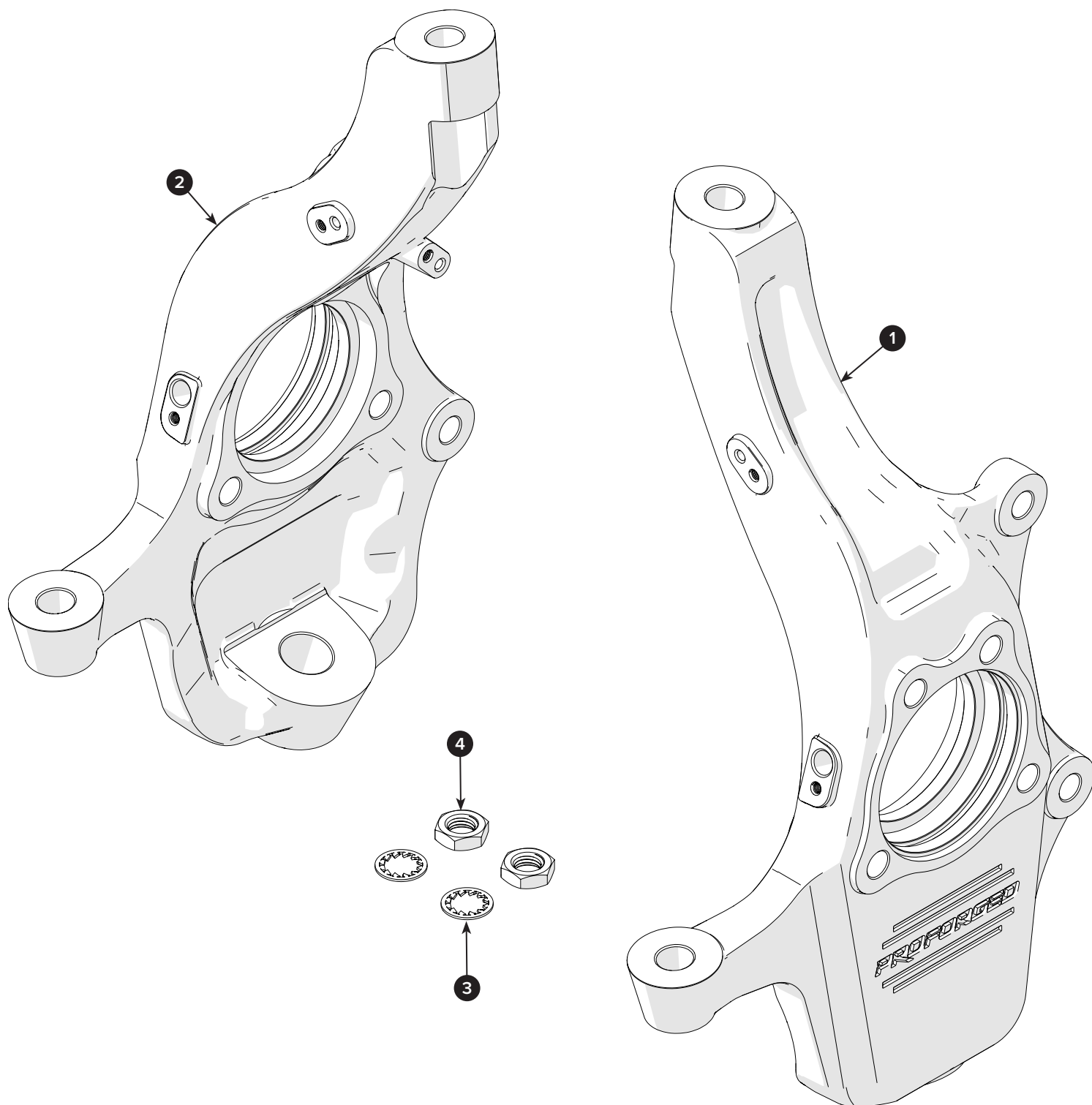
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19-26 2" DROP SPINDLE KIT 221-10012



2019-2026 GM TRUCK DROP SPINDLE KIT 221-10012

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
1	SPINDLE, 2" DROP, LH	1	—
2	SPINDLE, 2" DROP, RH	1	—
3	WASHER, LOCKING, M16	2	—
4	HALF NUT, STEEL, M16 x 2.0, RH	2	60 lb-ft

Note: The part positions listed above will be called out in this installation manual as a visual reference to their respective positions during the installation procedure. Refer to these pages during the installation. Count and compare all parts and fasteners to the list above. If parts are missing, contact sales@proforged.com.



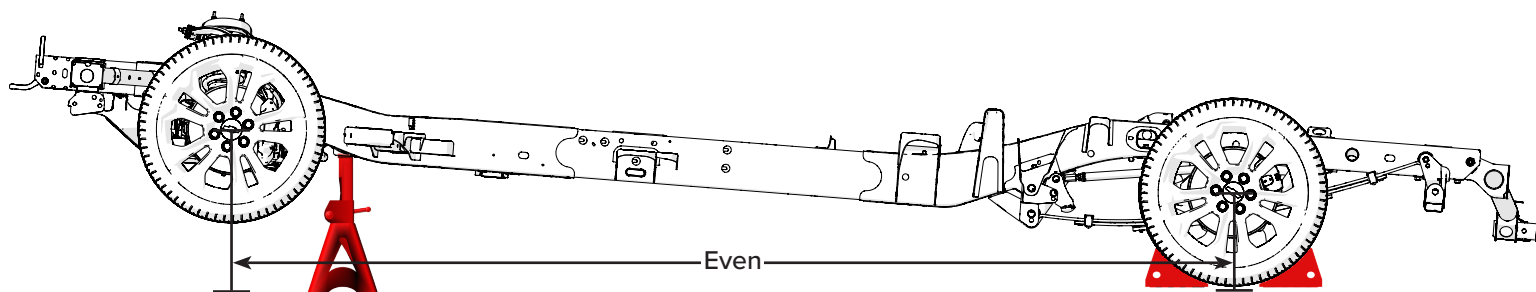
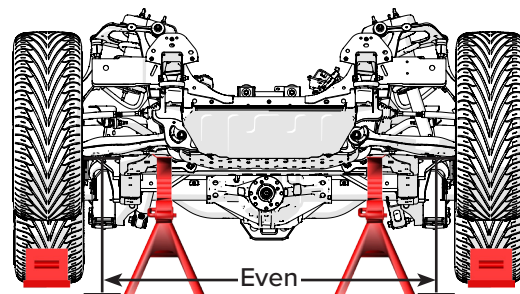
Installer's Note: This instruction set shows only the frame and chassis of the 19-26 pickup truck. The body has been removed for visual clarity.

1

Chock the rear tires, then use a floor jack and lift the front of the vehicle at its designated lift points.

Put a pair of jack stands under the frame to support it, then lower the floor jack.

Make sure the jack stands are level and evenly positioned for a safe vehicle load.

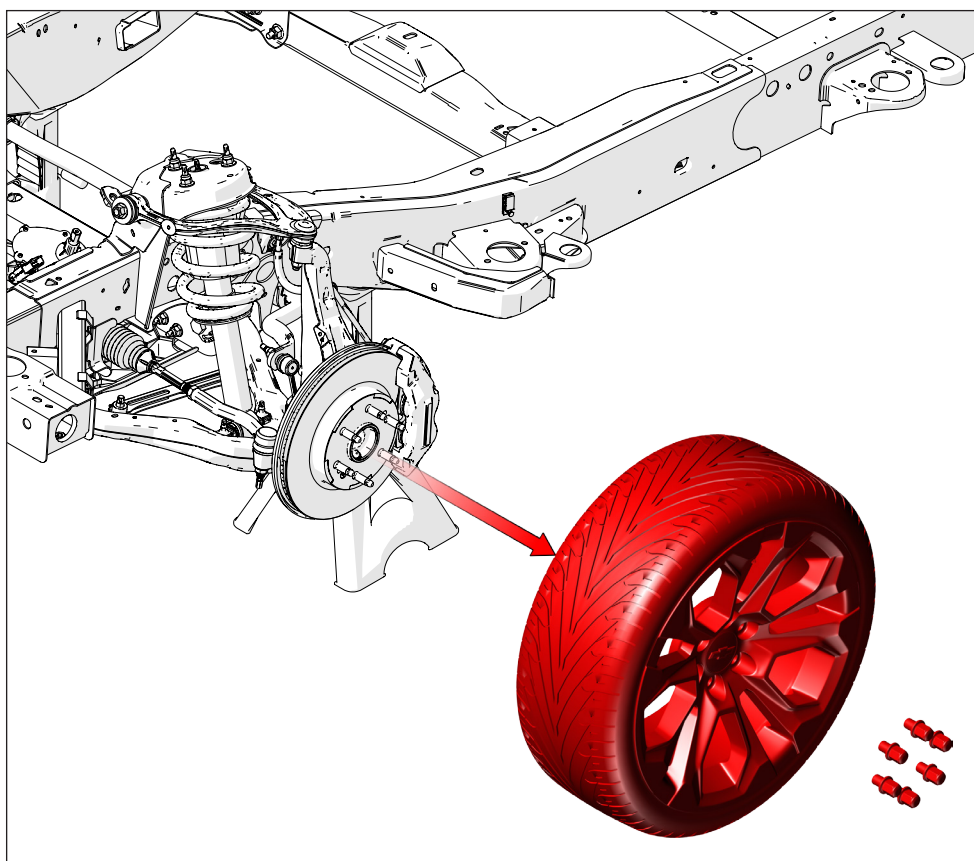


Installer's Note: These instructions begin on the front driver's side of the vehicle.

The procedure to replace the spindle on the passenger side is the same as that for the driver's side.

2

First, remove the lug nuts and wheels from both the left and right sides of the front of the vehicle.

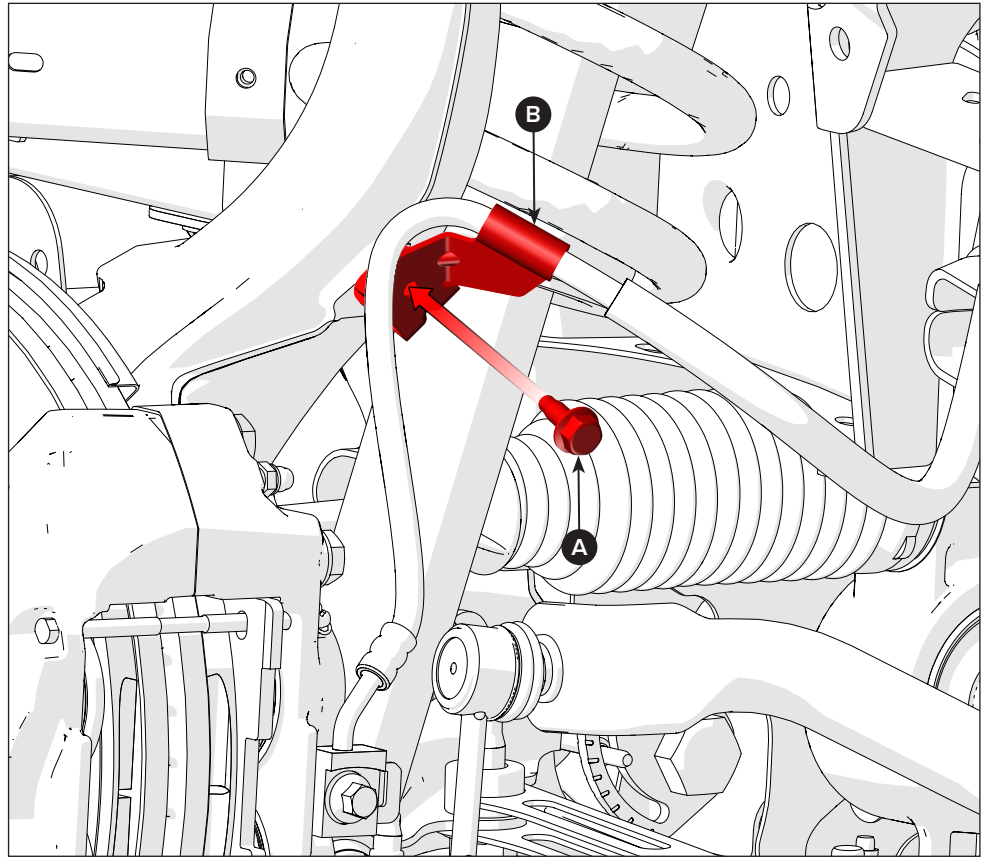


Installer's Note: To prevent ABS fault codes, put the truck into brake service mode before you remove the brake calipers and ABS wheel speed sensors. Consult the factory service manual for the proper procedure to initiate brake service mode.

3

Then, remove the bolt (A) and brake line bracket (B) that is attached to the factory spindle.

Set aside the bolt as it will be reused during the installation procedure.



4

Remove the bolt and ABS wheel speed sensor (not shown) from the front of the spindle.

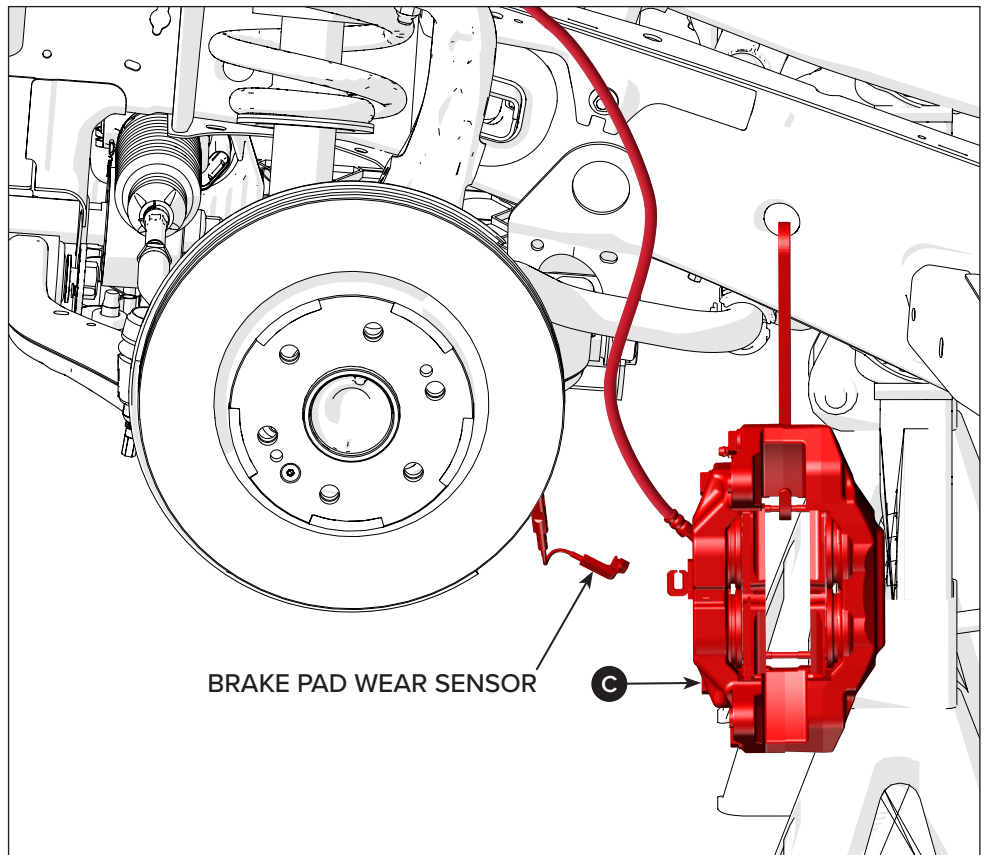
Remove the ABS harness bracket (not shown) from the spindle.

Disconnect the brake pad wear sensor from the inner brake pad.

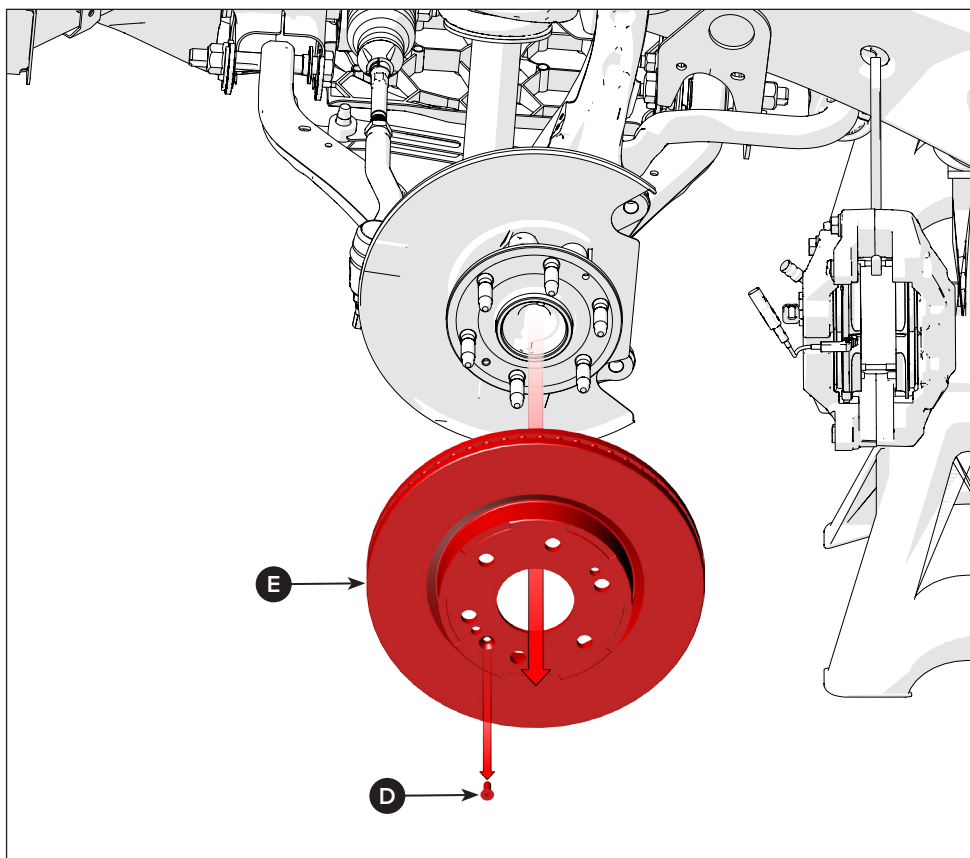
Remove the brake caliper and bracket (C) as an assembly and use a brake hanger or similar support to prevent damage to the brake hose.

Put all brake caliper mount bolts in a safe place, as they will be reused.

Note: From this point onward, do not press the brake pedal. If pressed, the caliper pistons will be forced out of their respective bores.



- 5** With the brake assembly out of the way, remove the rotor retainer screw (D) and rotor (E) and put them in a safe place, as they will be reused.



Installer's Note: The images shown in this installation instruction are for the 2WD model only. The 4WD front axle assembly is not shown in these instructions.

- 6** Remove the nut (H) from the tie rod end (I) and loosen the stud from the spindle.

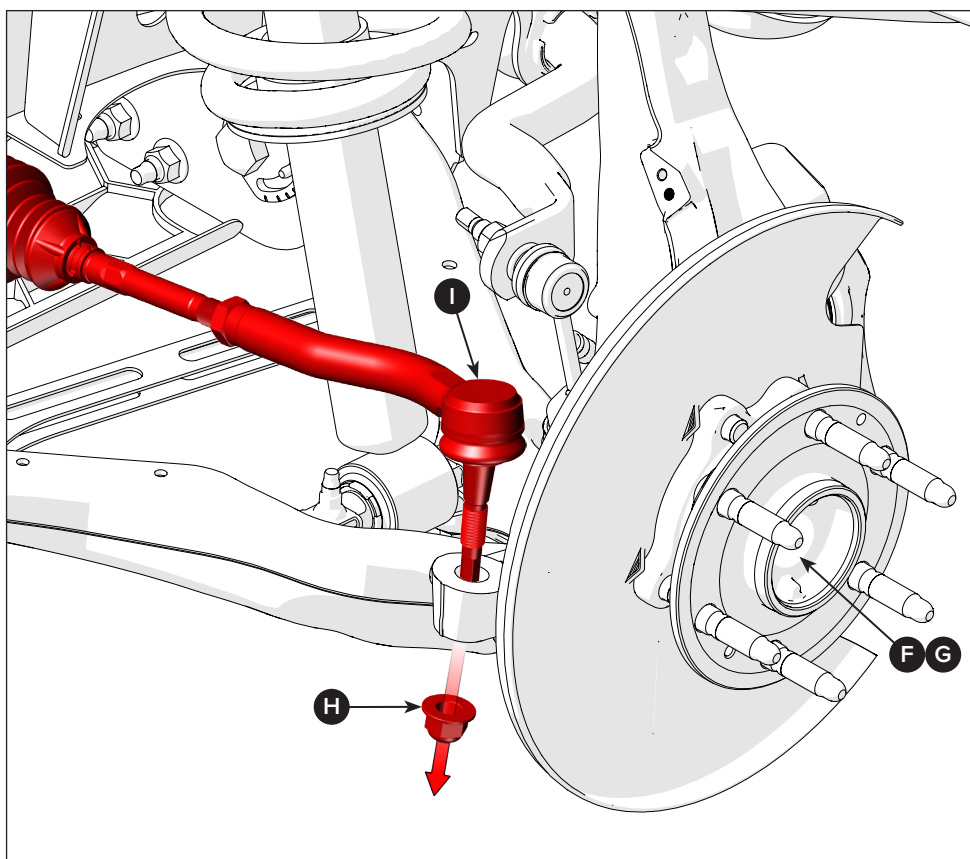
Loosely put the nut back onto the tie rod end stud.

Note: If the factory spindle in your vehicle is aluminum, do not hammer on it to loosen the tie rod end. Instead, use a dedicated tie rod puller or a press tool to loosen it.

4WD models only: Remove the hub dust cap (F) and set it aside, as it will be reused.

Now, remove the 32 mm front axle nut (G) from the axle stub.

Note: GM recommends to discard the axle nut and replace it with PN 11549288. *This nut is not included with the drop spindle kit.*



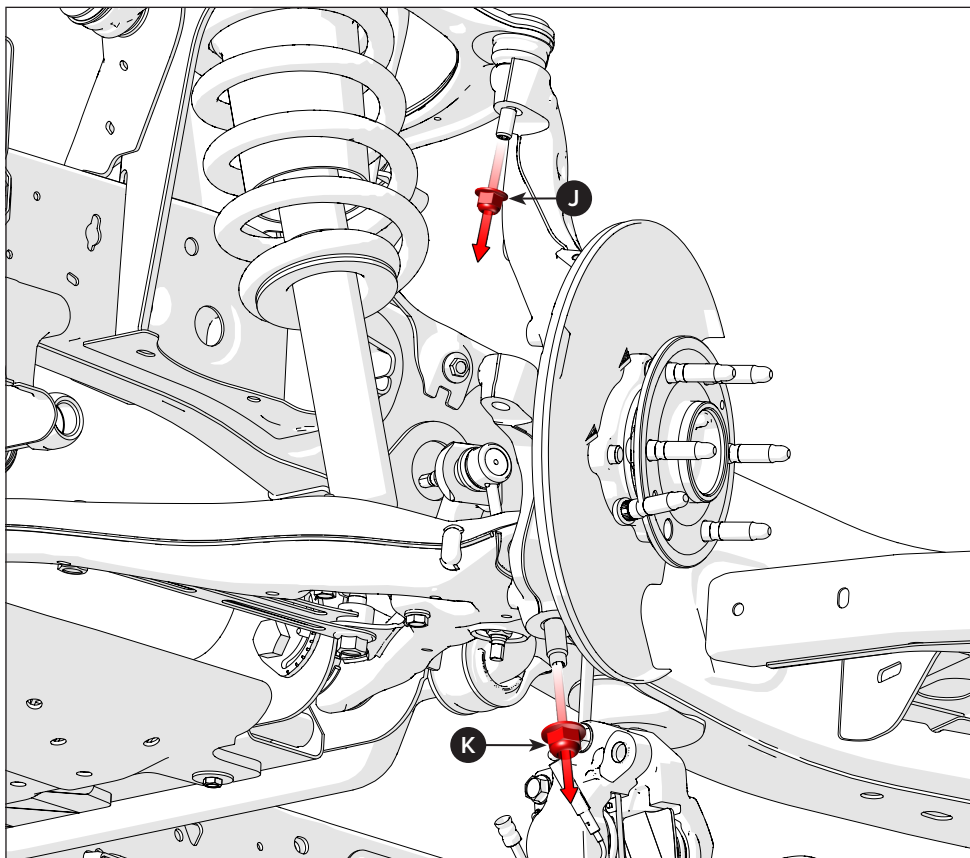
7

To simplify spindle removal, put a floor jack (not shown) under the lower control arm to relieve pressure from the control arms.

Loosen, then remove the nut (J) from the upper ball joint.

Now remove the nut (K) from the lower ball joint.

Put the ball joint nuts in a safe place, as they will be reused.



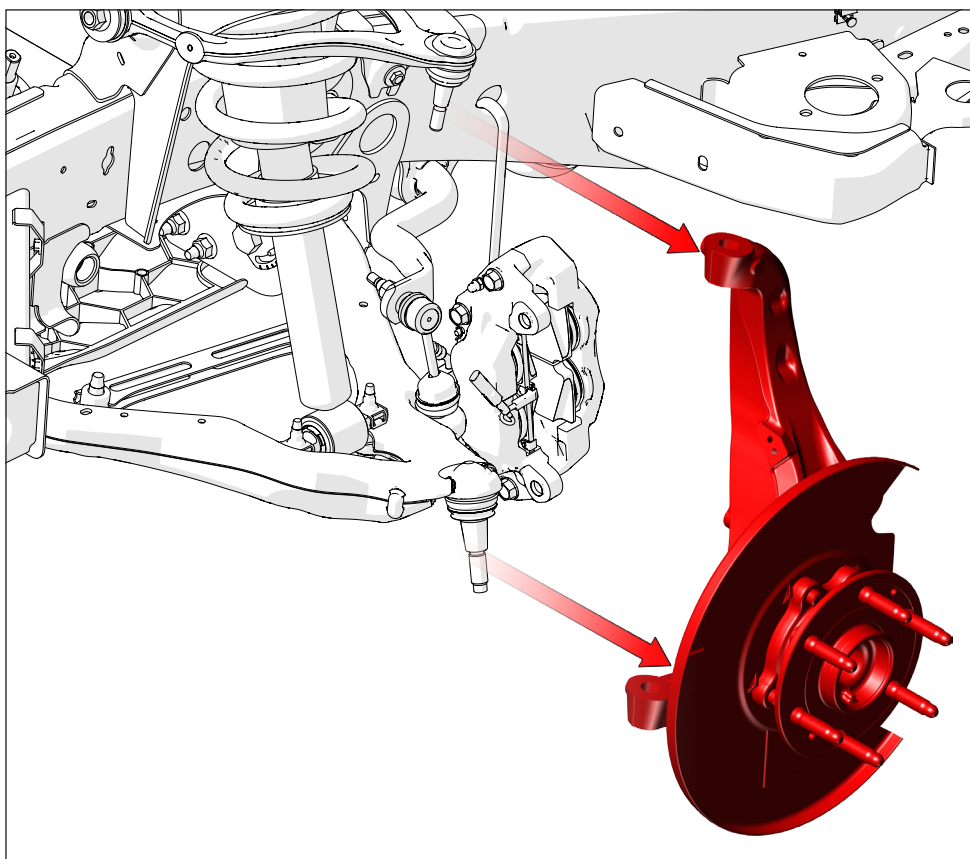
Installer's Note: If your vehicle is equipped with the 4WD hub (not shown), carefully tap the axle's stub shaft out from the knuckle, then support it to prevent damage.

8

Push the upper control arm upward to remove the ball joint stud from the spindle.

Then, lower the spindle off the ball joint's stud on the lower control arm.

Note: The floor jack can remain in place to assist with installation of the new spindle.



9

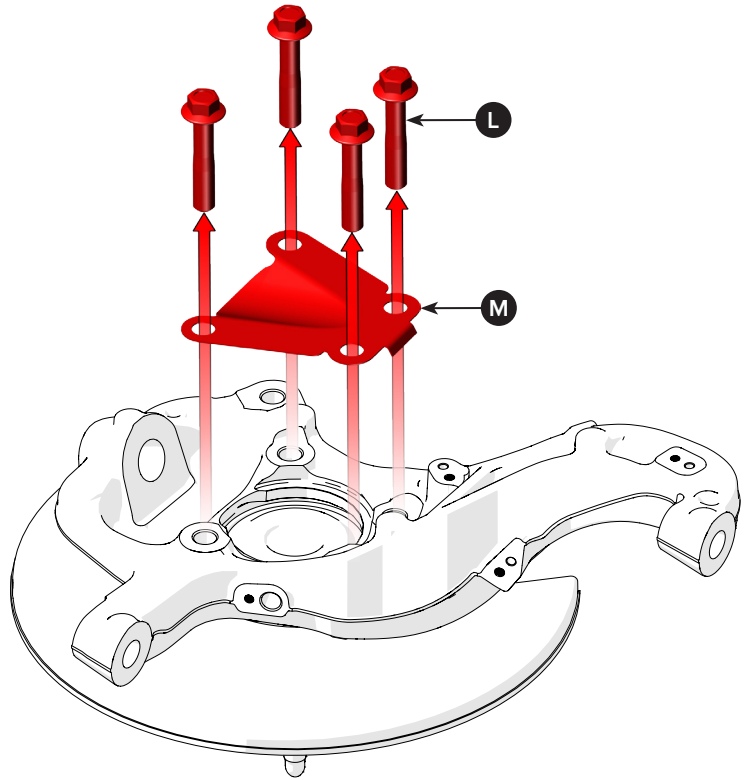
Remove the four hub bolts (L) from the spindle assembly.

Lift the hub bearing shield (M) from the spindle.

Note: The hub shield is used only on the 2WD model.

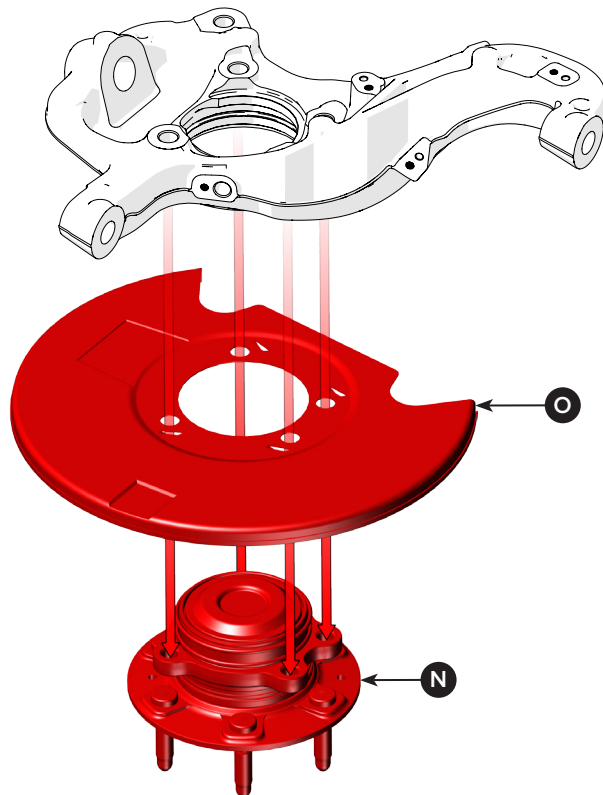
Set aside all these parts as they will be reused.

Note: The hub bolts are reusable, but Chevrolet recommends replacement if they are severely rusted or if the head or bolt threads are damaged.

**10**

Push out the hub assembly (N) from the spindle.

Pull away the brake backing plate (O) from the spindle.



11

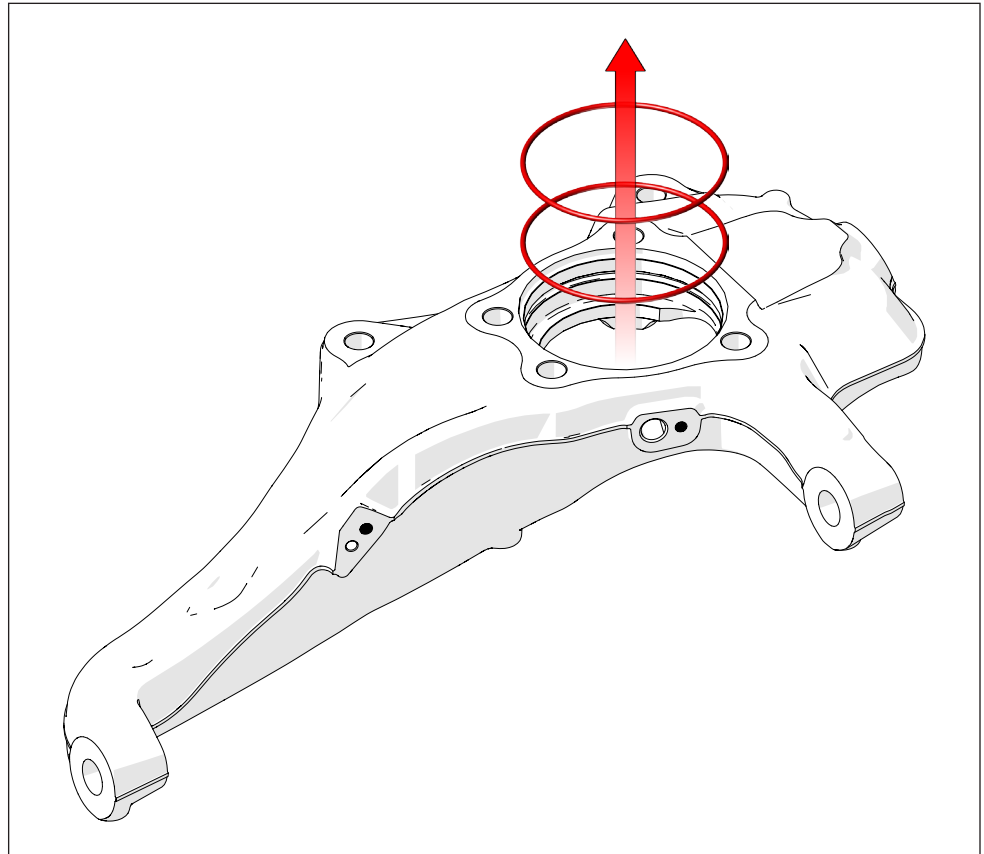
Remove the O-rings from the spindle's hub bore and examine them for wear or damage.

Note: The 2019 and newer Chevy Silverado models use specialized, single-use O-rings. These O-rings are essential to protect the internal wheel bearings and axle splines from corrosion and moisture.

It is recommended to replace these seals for reassembly. There are two O-rings per spindle.

If you plan to reuse the original O-Rings, thoroughly examine them for wear, tears, and other damage.

If the factory O-rings are stretched, compressed, or damaged, they will no longer provide a reliable seal and must be replaced.



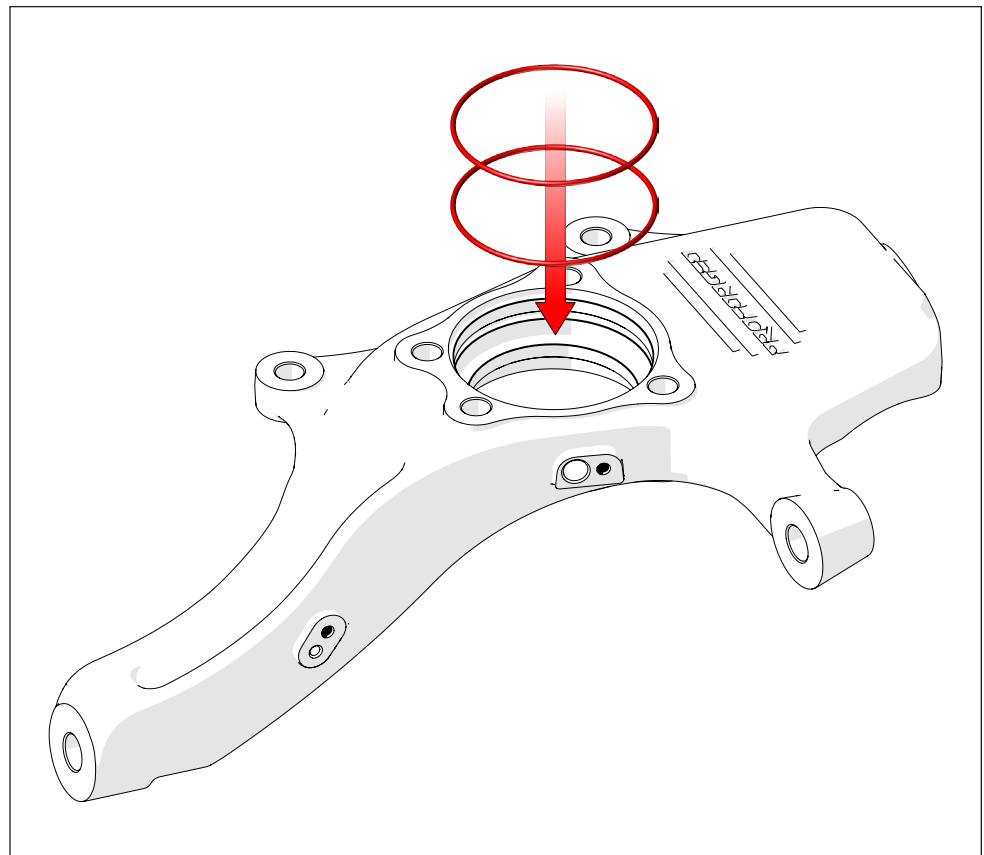
12

If the original O-rings will be reused, thoroughly clean them.

For either used or new O-rings, apply a light coat of waterproof grease to each one.

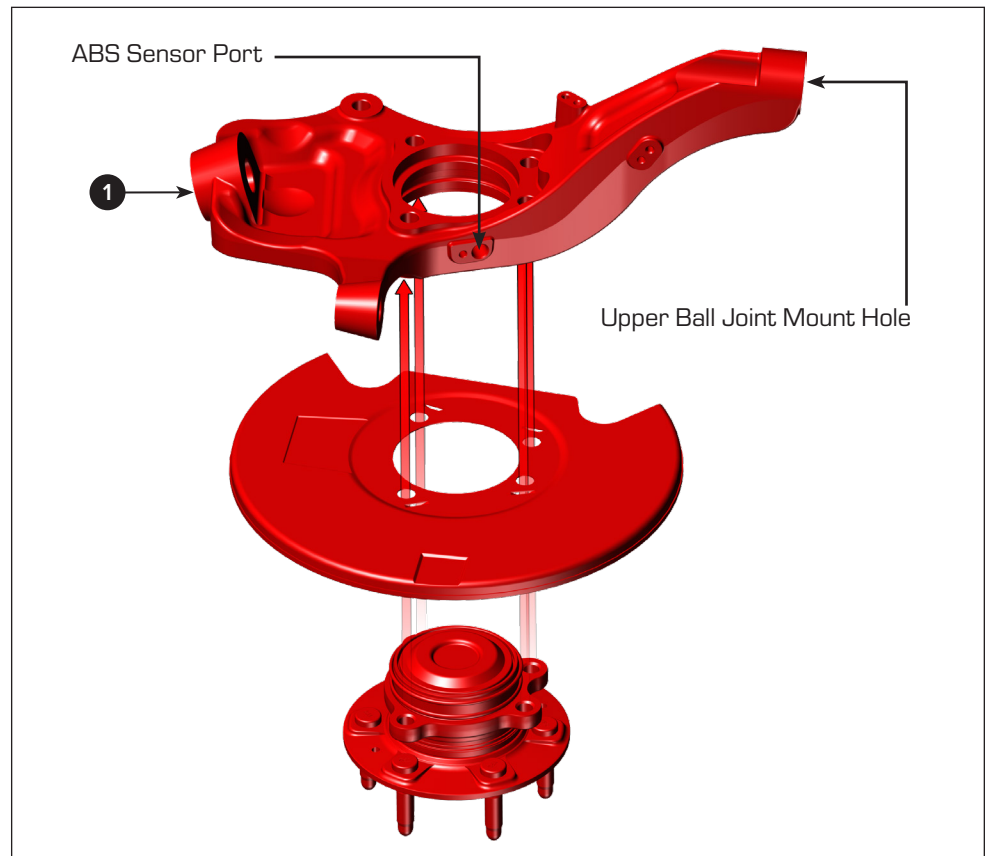
Now, position them into the drop spindle's hub bore.

Note: To prevent environmental intrusion and contamination, do not nick or twist the O-ring during installation.



13

Position the brake backing plate on the left-hand (LH) drop spindle (1).
Push the hub bearing assembly into the spindle as far as possible by hand.
The hub will be drawn into the spindle and fully seated in step 14.
Make sure the hub mount holes align with the spindle's hub holes.



14

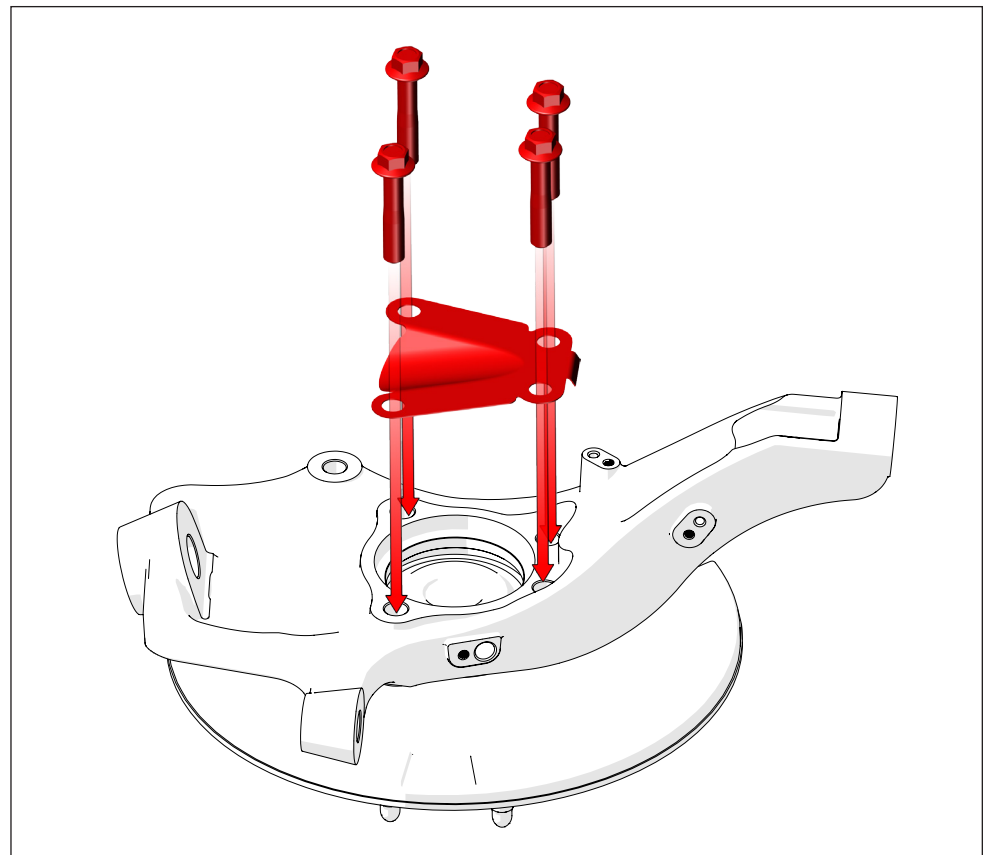
2WD models: Position the hub shield onto the drop spindle.

2WD/4WD models: Attach the hub bearing to the drop spindle with the four bolts removed during step 9.

Torque the bolts in a cross pattern to 111 lb-ft, then an additional 30°-45°.

Note: If you will also replace the front struts, set aside the spindle assembly and refer to your strut or coilover installation instructions.

Otherwise, proceed to the next step.



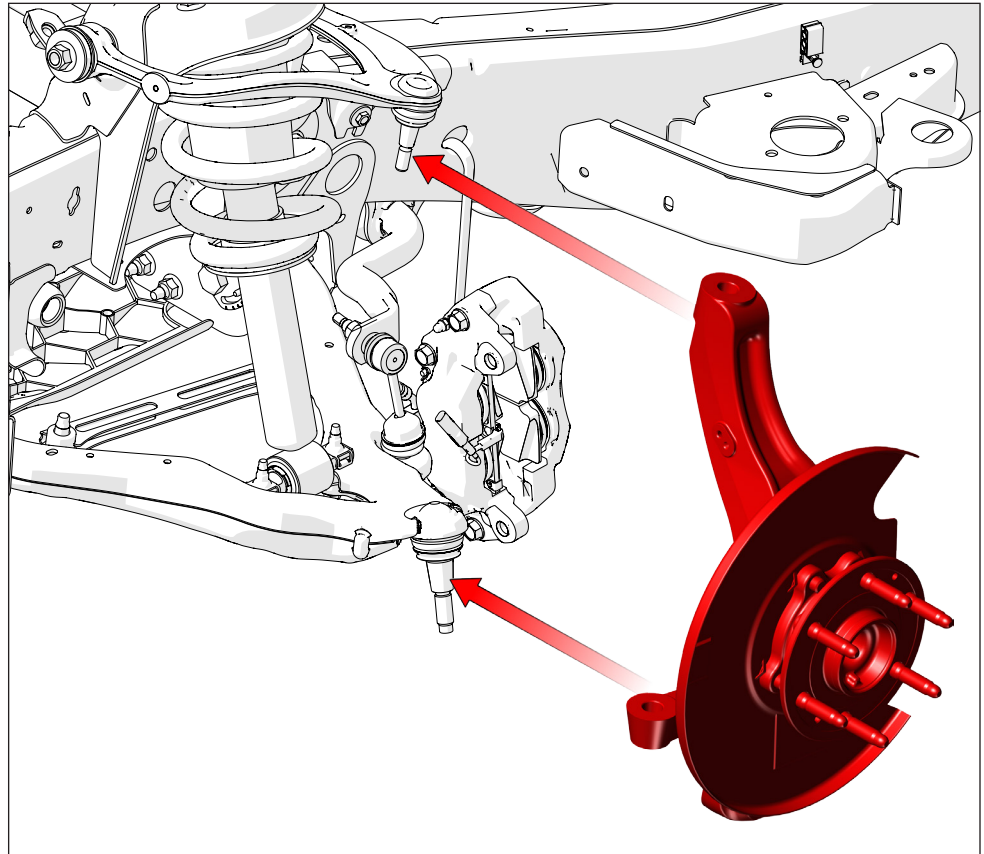
15

To simplify the installation of the driver's side spindle assembly onto the vehicle, follow these steps:

Place the lower control arm's ball joint stud into the tapered hole of the lower spindle ball joint.

Then, position the upper control arm's ball joint stud into the tapered hole of the upper spindle ball joint.

4WD models: Insert the axle's stub shaft into the wheel hub before the upper ball joint stud is attached to the spindle.



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For 20"+ wheels: Attach the upper ball joint to the spindle with the nut (J) removed during step 7.

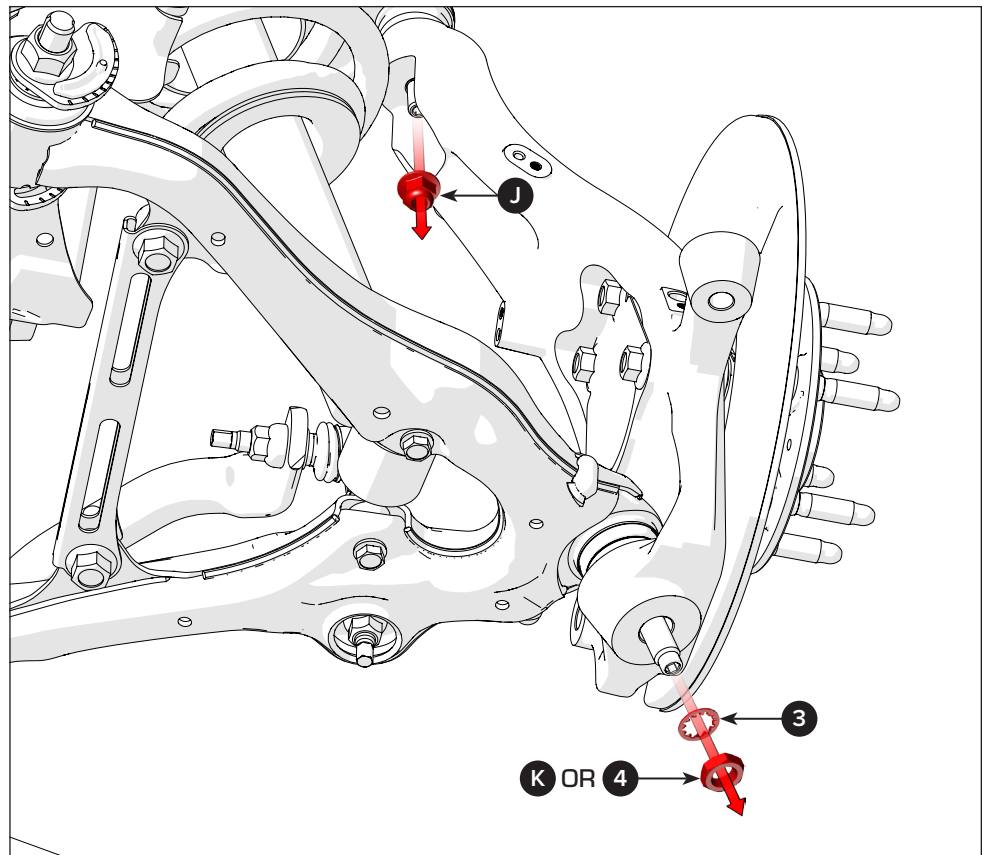
Then, attach the lower ball joint to the spindle with the nut (K) removed during step 7.

For 18" wheels: Use the new lock washer (3) and half nut (4) to attach the lower ball joint as shown.

Note: The lower ball joint studs must be trimmed to use 18" wheels. That procedure will be shown in step 18.



To keep the ball joint stud in position during assembly, use a hex key to hold the stud, and turn the nut with a closed-end wrench or pass-through socket.



17

Once the stud's taper is seated in the spindle, torque the nut with a deep socket and torque wrench as follows:

Upper ball joint nut:

Torque the upper ball joint nut (J) to 37 lb-ft.

Then, turn it an additional 90°.

Lower OE ball joint nut (20"+ wheels):

Torque the lower ball joint nut (K) to 37 lb-ft.

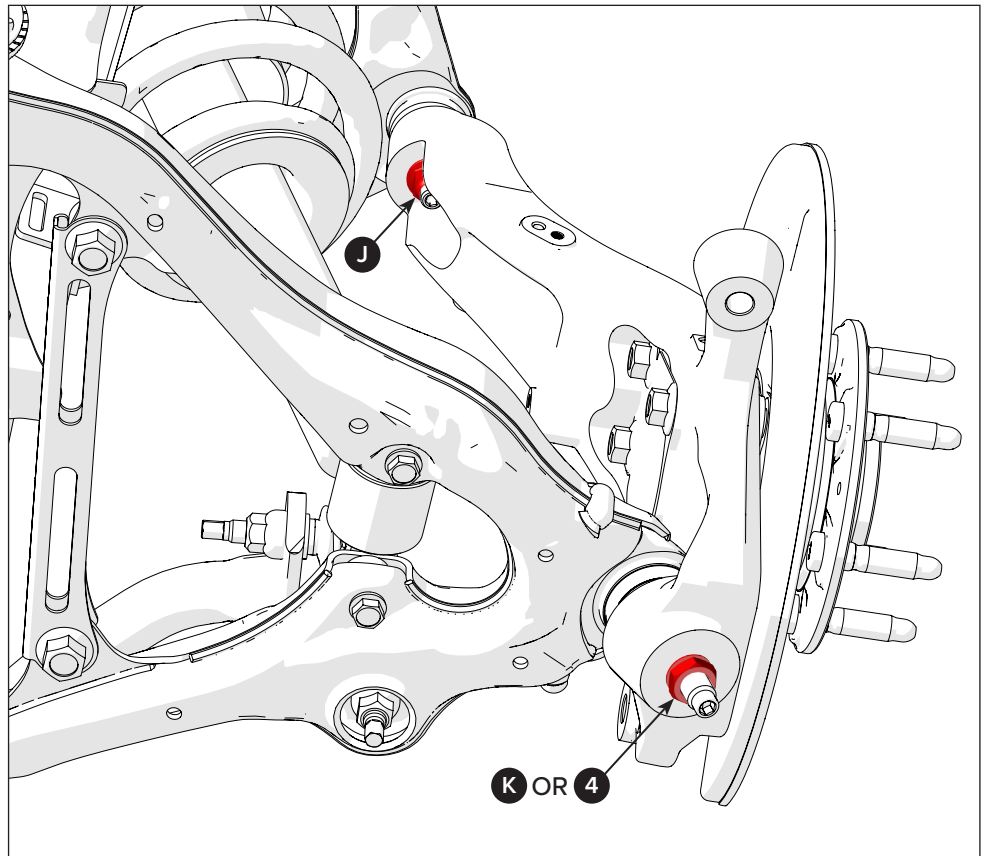
Then, turn it an additional 125°-135°.

Lower ball joint half nut (18" wheels):

Torque the lower ball joint nut (4) to 60 lb-ft.

4WD models (not shown): Attach the axle stub to the hub with the nut (F) removed during step 8.

Torque the CV shaft nut between 177-188 lb-ft., then push the dust cap (G) into the hub.



Installer's Note: Before the ball joint stud is trimmed, make sure it is completely seated in the knuckle's bore and the jam nut is torqued to the correct specification. Double-check both conditions before you proceed.

18

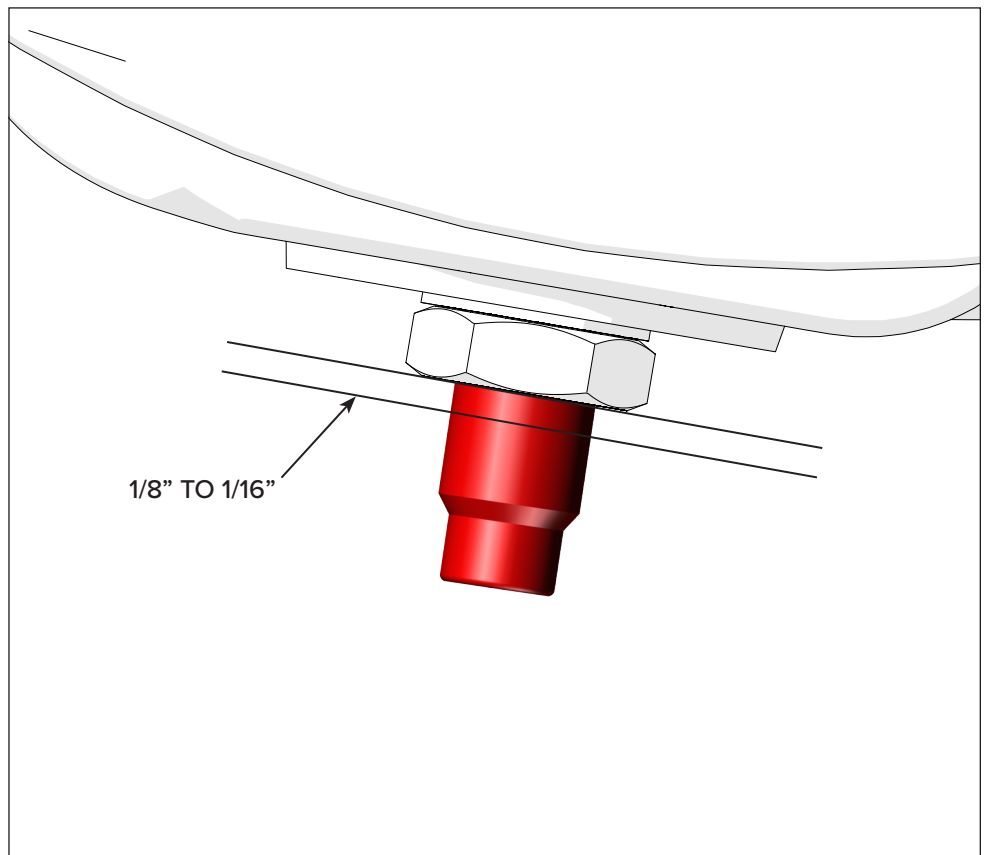
When fitted with 18" wheels, the lower ball joint stud must be trimmed to accommodate wheel clearance.

Measure down the stud shaft 1/8" from the bottom of the jam nut.

Use a preferred tool to cut away the stud below the 1/8" mark.

Test fit the wheel to verify proper fitment and adequate wheel-to-stud clearance. If the wheel does not fit or the clearance is too tight, trim the stud closer to the nut, but no closer than 1/16".

Once completed, use a chisel and stake the bottom of the stud in an X pattern to keep the nut in position.



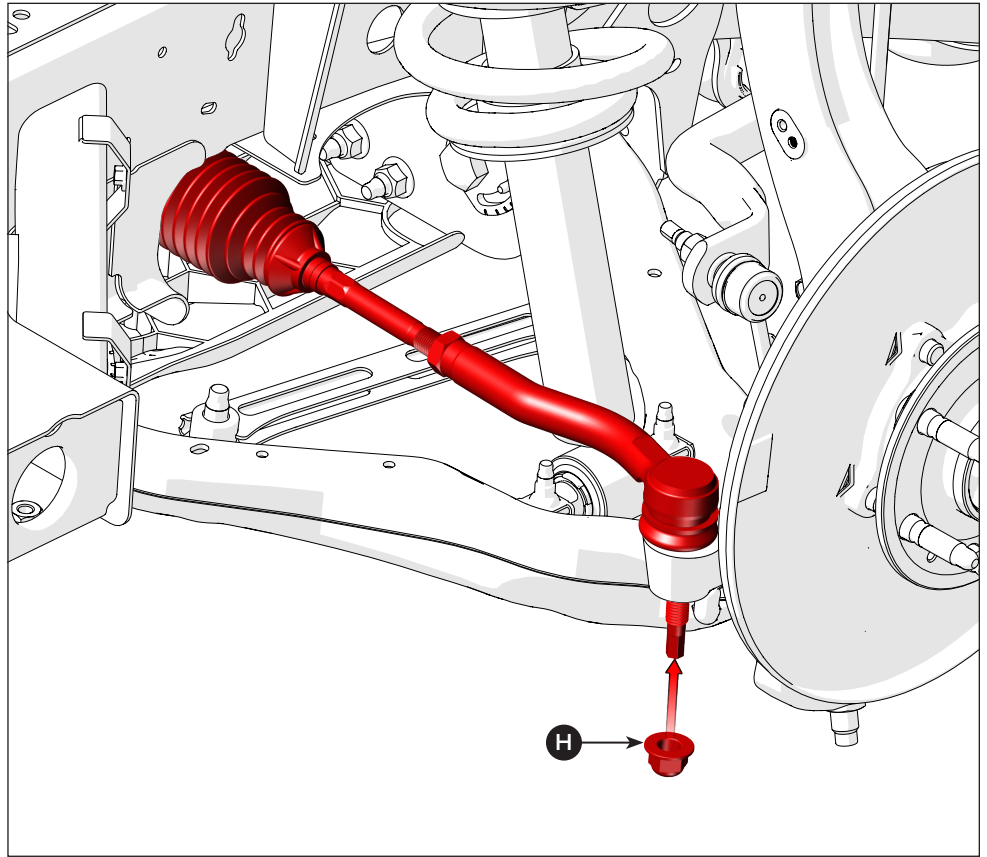
19

Attach the tie rod to the spindle with the nut (H) removed during step 6.

Torque the nut to 26 lb-ft. + 90°.



To keep the tie rod's stud in position during assembly, use a wrench to hold the stud's external hex, and turn the nut with a closed-end wrench or pass-through socket.



20

First, thoroughly clean the hub surface to remove all rust and debris.

Next, clean the inside of the rotor hat with the same method.

Note: Both surfaces must be completely free of contaminants, as they can prevent proper rotor seating and cause warp or excessive runout.

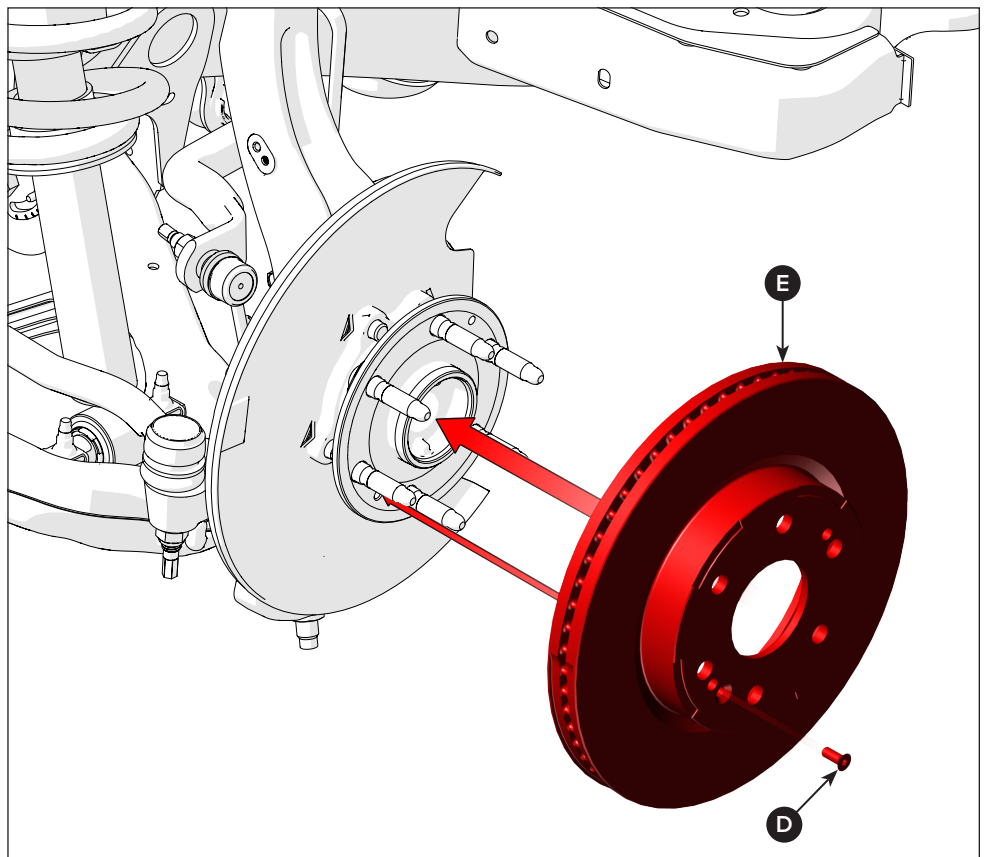
Now, align the brake rotor to the wheel studs and the retainer screw hole in the hub.

Then, attach the rotor to the hub with the retainer screw.

Finally, torque the screw to 16 lb-ft.

Note: Examine the clearances around the rotor and dust shield to the spindle. Rotate the rotor and listen for any noise that indicates contact.

Make sure the dust shield is not deformed due to the spindle. If it is, trim the dust shield until the shield is flat and the rotor is free of contact.



21

Align the brake caliper bolt holes to the spindle's holes.

Then, attach the caliper (C) with the bolts removed during step 4.

Torque the caliper bolts to 170 lb-ft.

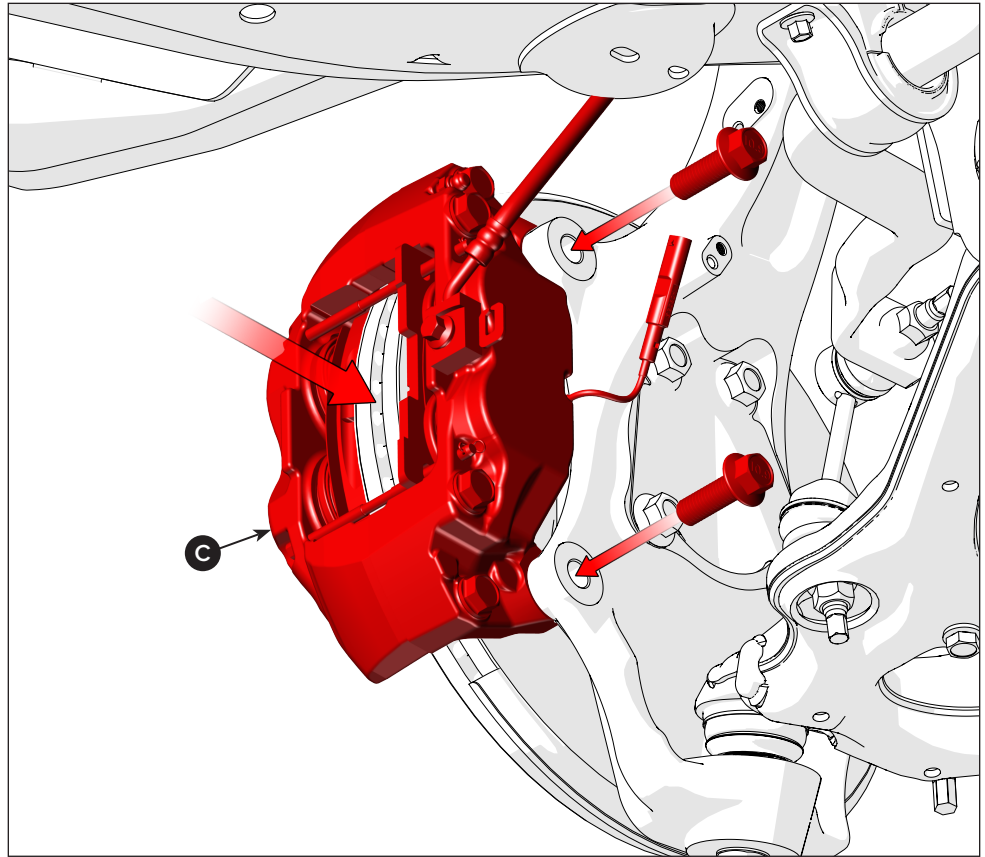
Push the brake pad wear indicator onto the inner brake pad.

Carefully press the ABS sensor (not shown) removed during step 4 into the sensor bore in the spindle.

Note: If needed, gently twist the sensor to ease it into the bore.

Fasten the ABS sensor to the spindle with the bolt removed during step 4, and torque it to 115 lb-in.

Now, reattach the ABS harness bracket (not shown) removed during step 4 to the front of the spindle.



22

Attach the LH brake line bracket (B) to the back of the drop spindle, and attach it with the bolt (A) and torque to 15 lb-ft.

Check the brake lines and ABS wires for enough slack to allow full suspension travel and prevent damage to them.

Repeat steps 3-22 for the passenger side drop spindle replacement.

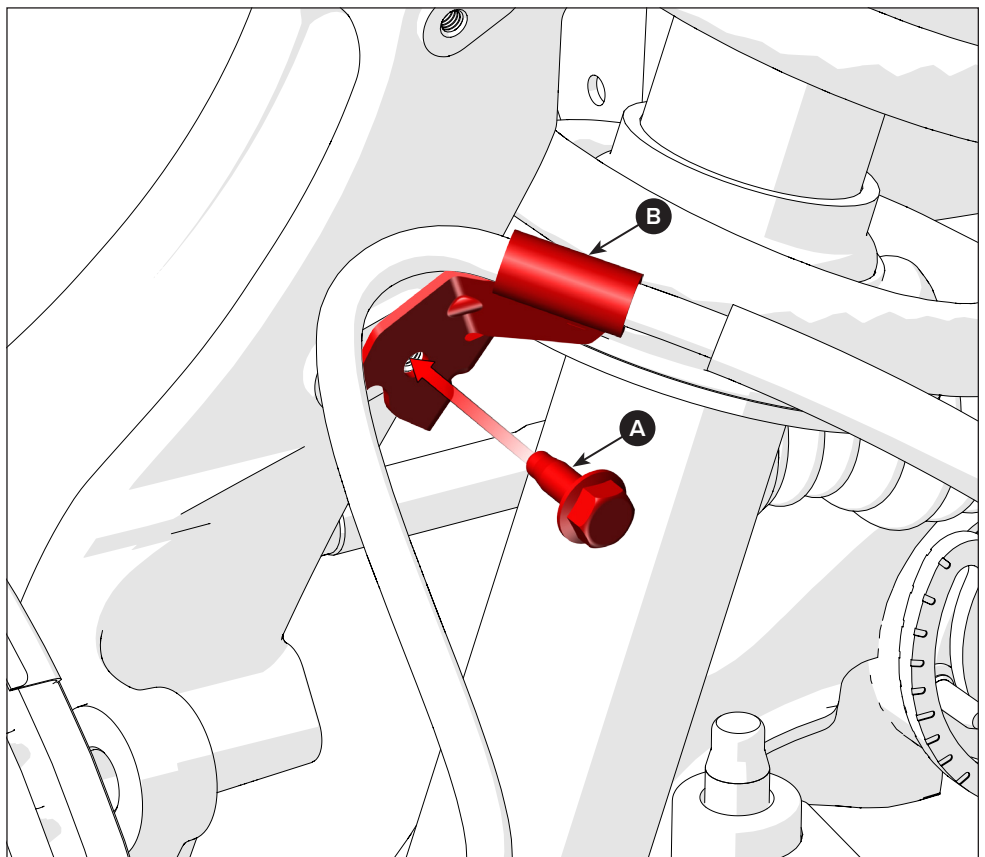
Install the wheels, lower the vehicle, and torque the lug nuts to 140 lb-ft.

Rotate the wheels to check ball joint clearance. Turn the steering lock-to-lock and check for interference. On your first drive, check for tire contact with the body and any components.

See the owner's manual to deactivate brake service mode and re-engage the parking brake motors.

Firmly press the brake pedal several times to reseat the brake pads before shifting into gear.

Note: Align the front end to factory specs before driving.



PROFORGED MILLION-MILE LIMITED WARRANTY

Warranty Coverage: Proforged warrants its steering and chassis components to the original purchaser to be free from defects in material and workmanship for 1,000,000 miles, provided the product is registered at proforged.com/warranty-registration within 90 days of purchase.

Exclusions: This warranty will not apply if the product has been installed on a vehicle used primarily for racing, competition, or off-road purposes, subjected to misuse, neglect, abuse, accident, improper installation, altered, modified, or repaired with non-genuine Proforged components, damaged by unrelated vehicle issues or external causes beyond normal road use, or affected only by cosmetic blemishes or normal wear not impacting function.

Remedy: If a registered product fails due to a defect in material or workmanship under normal use, Proforged will replace it with the same or an equivalent product. Coverage applies to product replacement only. Refunds, labor charges, or other associated costs are not included.

Limitation of Liability: Proforged shall determine whether a product is defective or qualifies under this warranty. Liability is limited to replacement (or refund in rare cases). Proforged shall not be liable for indirect, incidental, consequential, special, exemplary, or punitive damages, loss of use, inconvenience, commercial loss, or loss of time. In no event will liability exceed the purchase price of the defective product. All warranty obligations, terms, and conditions are subject to amendment, change, or discontinuation at Proforged's discretion at any time without notice.

State Laws & Other Rights: Some states (or jurisdictions) do not allow exclusion or limitation of incidental or consequential damages or implied warranties, so those exclusions or limitations may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary by state.



