



BRP 9214 AND 9215 SPINDLES

THANK YOU FOR PURCHASING THIS GREAT NEW PRODUCT FROM BICKNELL RACING PRODUCTS. BY FOLLOWING THESE SIMPLE INSTRUCTIONS, THESE SPINDLES WILL GIVE YOU MANY SEASONS OF TROUBLE FREE USE.



STEP 1

Place spindle on the bench and take the top 1/2 nylock nut , washer and camber pill off of the spindle.

STEP 2

Take the two 1/4 allen head screw and the locking tab off the bottom of the spindle. Use a BRP 4584 snout wrench to take the bottom threaded plug out.



STEP 3

Loosen the flat headed allen bolt in the bottom of the kingpin , remove it and the aluminum washer. Pull the kingpin out but leave the BRP 9208W steel cup washer in place.

STEP 4

Take the 2 set screws completely out of the axle eye and put the spindle over top of the axle. Leave the BRP 9208 W washer in place in the spindle



BRP 9208W

STEP 5

Drop the kingpin into place and push it down through the steel cup washer and into the lower bearing until it bottoms out. Take the bottom kingpin bolt and the aluminum washer and screw it into the king pin, just snug it.



LINE THESE INDENTS UP WITH THE SET SCREW HOLES IN THE AXLE

STEP 6

Line the set screw holes in the axle up with the indents on the king pin. **MAKE SURE TO USE THREAD LOCKER** on the set screws and tighten them up against the king pin. **THEY MUST BE PERFECTLY ALIGNED.**

Once you are sure they are tight, re tighten the bottom kingpin bolt from step 5



STEP 7

Take your camber pill of choice and grease the inside of the bushing lightly. Note, when putting the pill in the POS stands for the positive side of the pill....What this means is if POS faces the tire it is giving it more positive camber.



MORE POSITIVE ON THE LEFT FRONT MEANS THE TOP OF THE TIRE WILL LEAN OUT TOWARD THE INFIELD.....MORE POSITIVE IN THE RIGHT FRONT MEANS THE OP OF THE TIRE WILL LEAN TOWARDS THE GRANDSTAND .

RF camber is a negative

LF camber is a positive

STEP 8

Re install the 1/2 nylock and washer on the top of the kingpin and tighten it up until there is no longer any play in the spindle.

DO NOT OVER TIGHTEN...THE STEERING MUST REMAIN FREE.

It will take a set after a few laps on the track so always re- tighten it after the first run.



STEP 9

Greasing the entire assembly is done via the fitting on the top of the king pin. The kingpin is ported to grease the bottom bearings also. Pump grease in it until you see grease come out of the bearing on the bottom side.





STEP 10

Re-install the BRP 9206 cap and tighten it in the bottom of the spindle using the BRP 4584 wrench. Put a drop of thread locker on the two 1/4-20 allen bolts and put the locking tab back in to place and tighten.

SAFETY WIRE THE TWO ALLEN HEAD BOLTS TOGETHER THROUGH THE DRILLED HOLES TO KEEP THEM FROM COMING LOOSE

BRP 9206



SPECIAL NOTES

When putting camber pills in, remember that they are only a reference from the camber that is on your axle already. If you put a neutral pill in the right front and your axle was built with 4 degrees of negative RF camber, you will still have 4 degrees of negative RF camber.

If you put a 2 degree pill in with the POS facing the tire, you will now have only 2 Degrees of negative camber. (originally 4 degrees - 2 degrees pos pill = 2 degree neg.)

If you put the 2 degree pill in with the POS facing the chassis, you will now have 6 degrees negative camber (originally 4 degrees + 2 Deg negative= 6 degrees negative).

Basically , you are adding or subtracting the amount of camber marked on your camber pills from the original camber amount built into your axle.

ALWAYS CHECK THE SET SCREWS IN THE AXLE TO MAKE SURE THEY ARE TIGHT BEFORE OPERATING YOUR RACING VEHICLE.

ALWAYS CHECK THAT THE TOP 1/2 NYLOCK NUT IS SNUG BUT NOT SO TIGHT THAT IS RESTRICTS THE STEERING. WHEELS MUST STEER FREELY AND BE CHECKED BEFORE OPERATING YOUR RACING VEHICLE.

GREASE WEEKLY OR AFTER A CAMBER PILL CHANGE