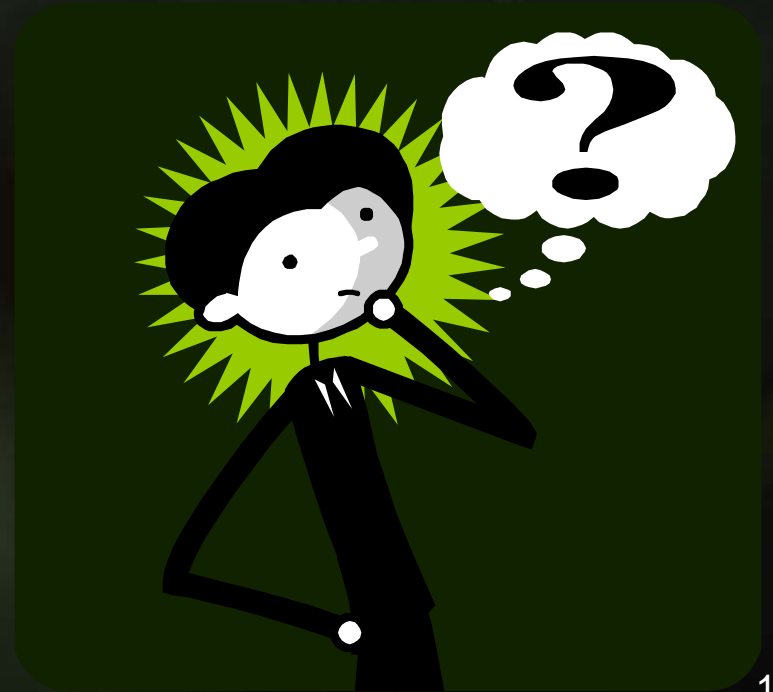


Why would I Want to Install 1-Ton Hubs & Knuckles on my GMC





GMC Problems

- 🚗 The original Toronado front-wheel bearings are marginal.
- 🚗 It takes special equipment to grease and install the bearings.
- 🚗 Original Parts are becoming difficult to find.

1-Ton Benefits

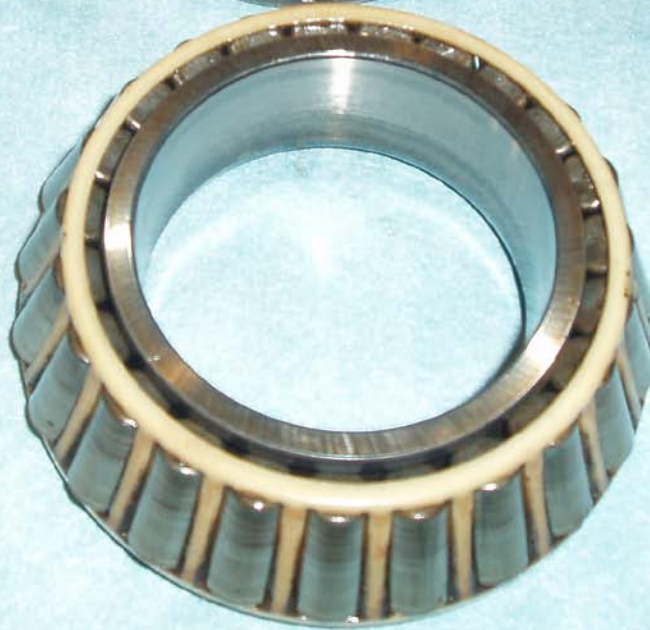
- 🚗 The 1-ton bearings are a lot larger.
- 🚗 The bearings should be trouble-free.
- 🚗 Parts can be bought at almost any parts store.

Bearings

GMC



1-Ton



Another problem of the GMC ball-joints is that they break off of the control arms



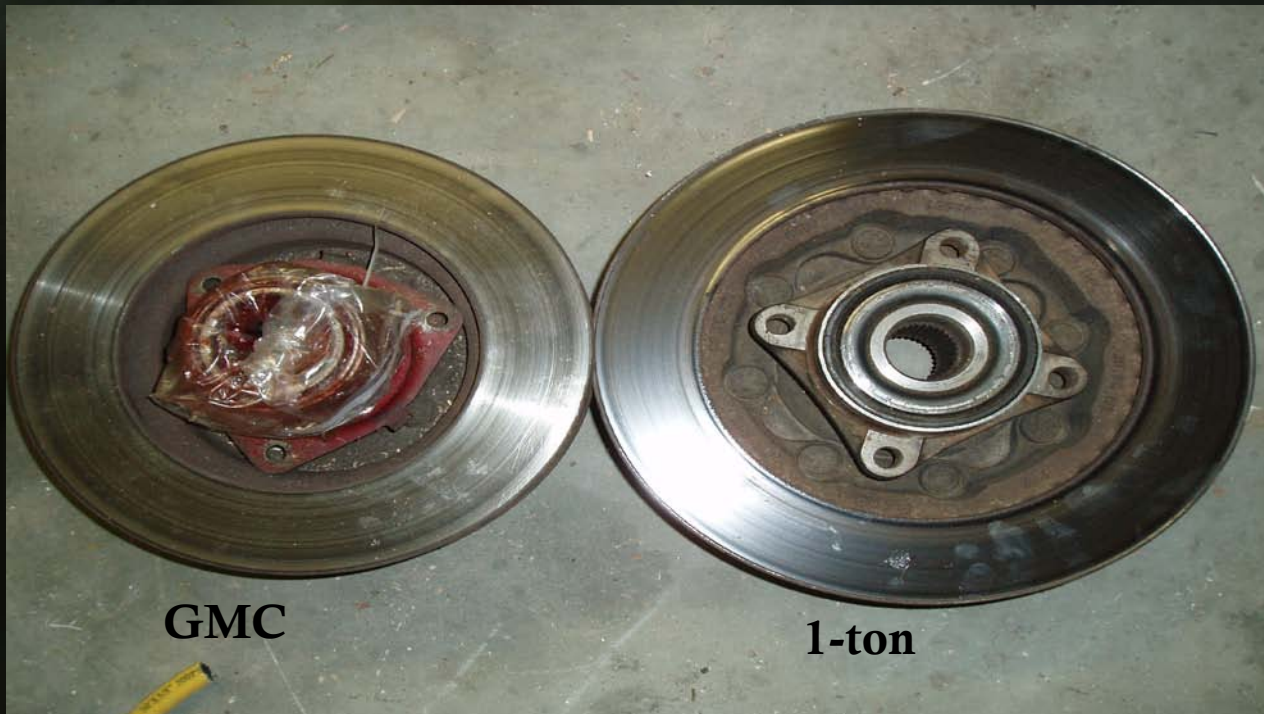
**Broken control arm
ball-joint attach
points**

GMC Control Arms

- 🚗 Torsion Bar Socket is not reinforced on the inside.



Brakes will be improved using larger brake rotors



**How we are going to install
the 1-ton ball-joint and
reinforce the bottom control
arm**

1-Ton Ball-joint Plates ready to weld on



Old ball-joint bracket cut off and ready to weld the new 1-Ton bracket



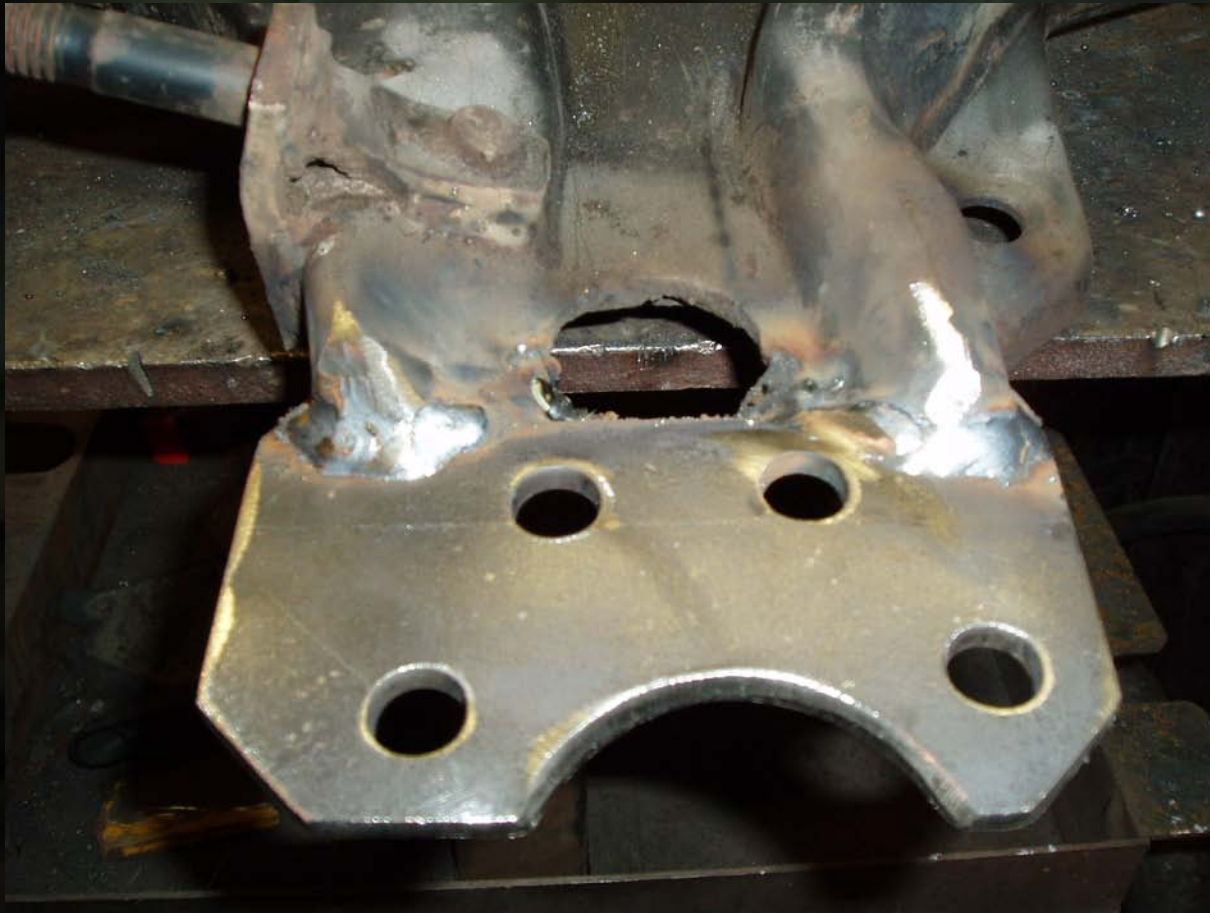
Jig to Align Ball-Joint



Ready to Weld Top On



**There is more than 10" of weld
to hold the 1-ton bracket**



Bottom Weld

Welding Top On



Welding On-side Plates



Completed Welding Plates



Cut-away Showing No Reinforcement on Inside of the Torsion Bar Socket



This is where they crack

Welding In Reinforcement



Plate Welded Back On



Reinforced Socket with Plates Welded Back On



Finished Control Arm Ready to Paint



New Axel (by Applied GMC) and Original 1-Ton Axel with CV- Joints



1-Ton Hub



Compare Brake Calipers



Compare 1-Ton GMC & I-Ton Knuckles



GMC

I-Ton

Compare 1-Ton & GMC Rotors

1-Ton

GMC



- 🔧 GMC torsion bars work fine but the Control arms can be modified to accept the 1-Ton bars.

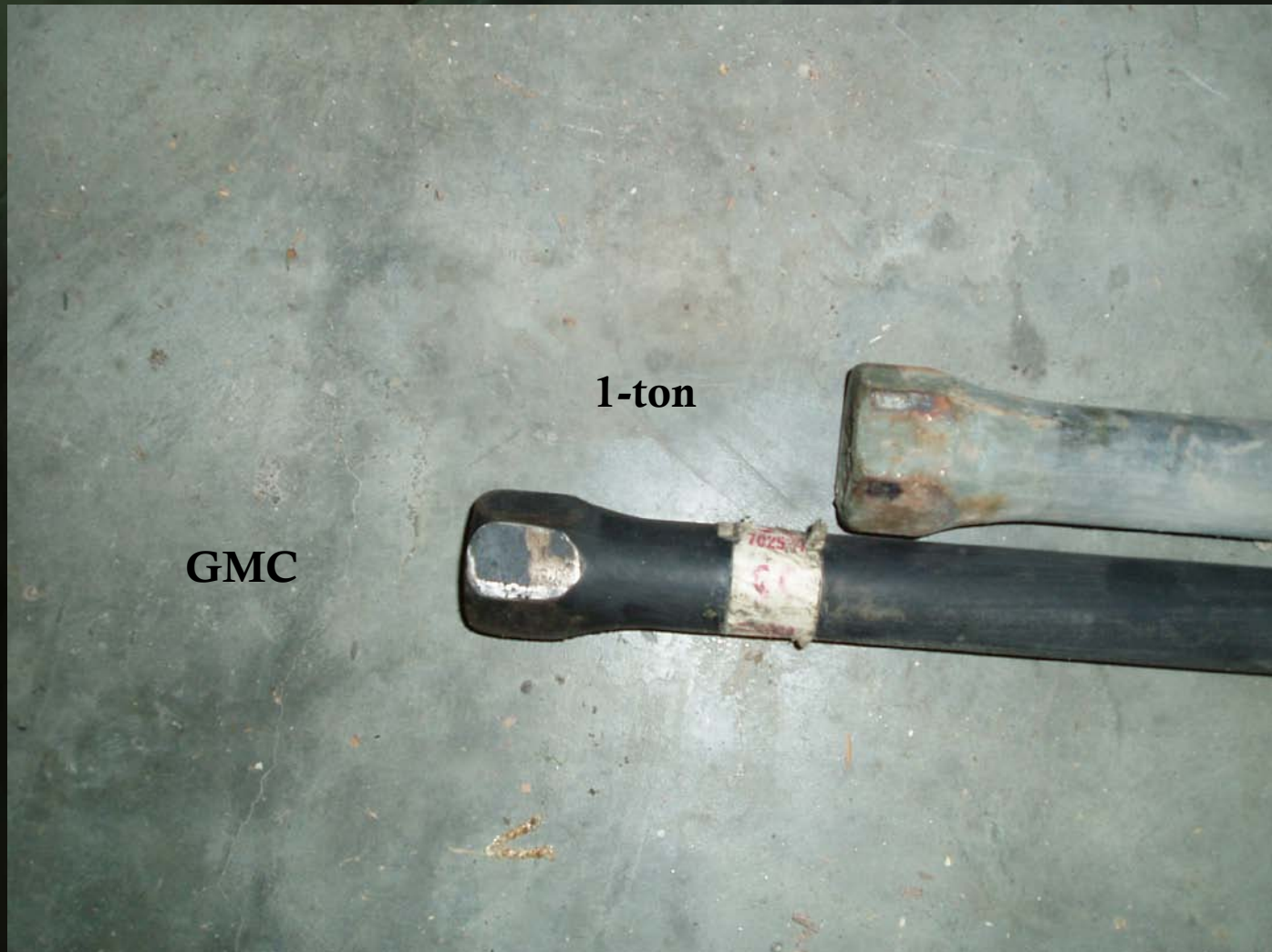
Control Arms with 1 3/4 Deep Well Impact Sockets Welded on to Accept 1-ton Torsion Shafts



Control Arms with 1 3/4 Deep Well Impact Sockets Welded on to Accept 1-ton Torsion Shafts



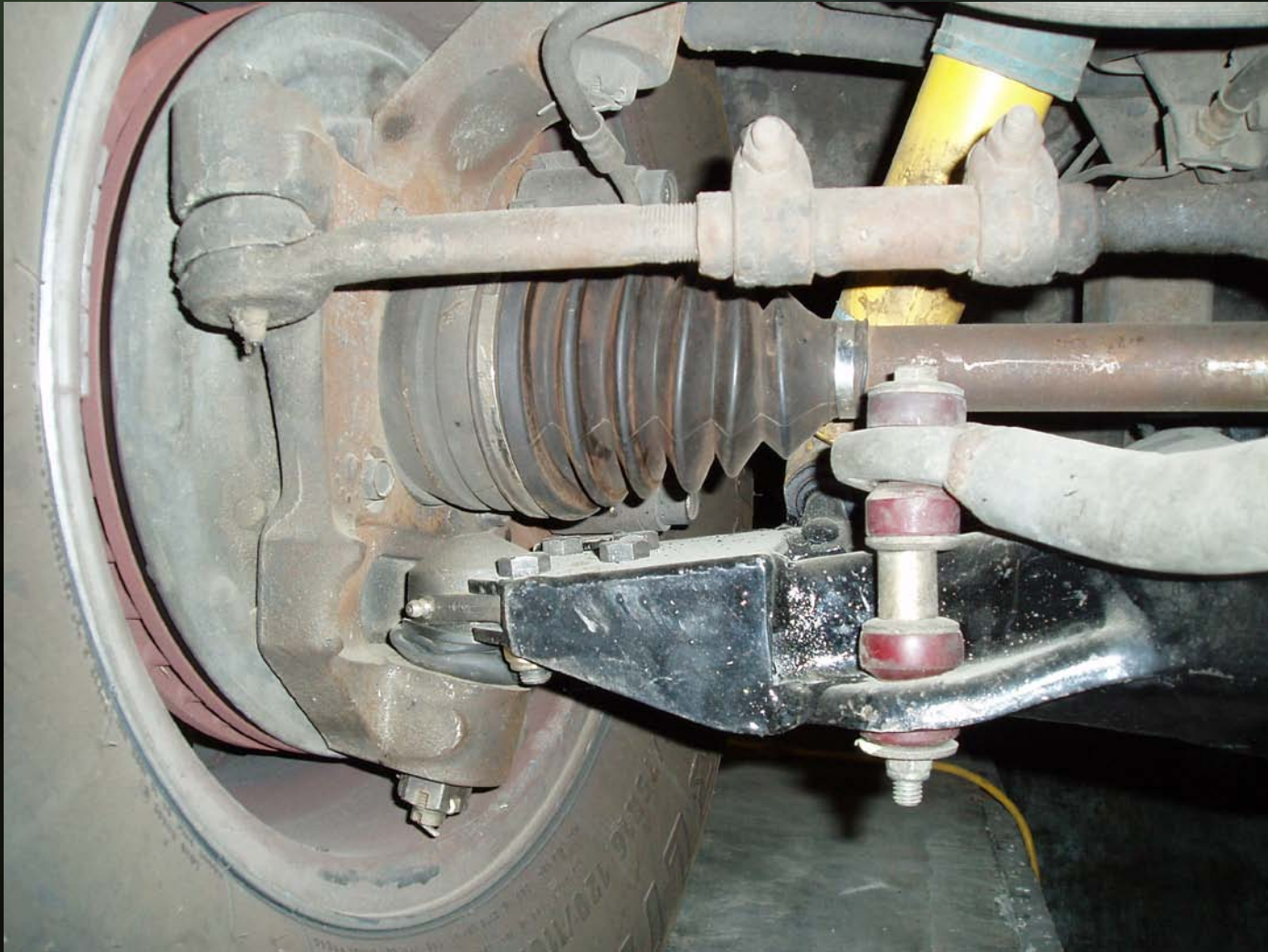
1-Ton Torsion Bars are 4" Shorter and Larger in Diameter



1-Ton torsion Brackets are Similar to the GMC Brackets



Installed on my GMC



**The front wheels are now
the same width as the rear
wheels.**

Benefits

- 🌀 The brake rotors are larger in diameter and available at most parts stores.
- 🌀 CV-joints are also readily available .
- 🌀 The control arms can be modified to take the 1-ton torsion shafts which are also readily available.

Available parts

see Jim at Applied Air Filters

(800) 752-7502

2ea. Adapter ring for inner const. velocity joints-----	10.00ea
2ea. Sleeve for upper ball-joint/ knuckle-----	25.00ea
2ea. Wheel spacer adapter 3"-----	225.00ea
2ea. Long axels heat treated -----	90.00ea
2sets Constant velocity joints, rebuilt-----	80.00/set
1ea. Rt. Knuckle rebuilt-----	360.00ea
1ea. Lf. Knuckle rebuilt-----	360.00ea
2ea. Bearing assembly-----	230.00ea
2ea. Rotors -----	55.00ea
1ea. Caliper rt.-----	160.00ea
1ea. Caliper lf .-----	160.00ea
1set Metallic pads-----	40.00ea
1ea. Rt. brake hose-----	27.00ea
1ea. Lf. brake hose-----	27.00ea