1999 Blazer hub assembly replacement

With Tires still on the ground , Crack loose the Center Nut.
36mm deep socket for the center Half Shaft Nut. Lisle # 39550 (about $20-25)
Lift entire front of the car off the ground so you can easily turn the Steering Wheel from full Left to Full Right
Caliper can stay attached to Caliper Bracket.. unbolt the Bracket (18mm wrench) and lift it off the Rotor as one piece.

13mm hardware holds the ABS cable to it's brackets. Reuse two old brackets from the old Cable to keep the cable installed as original. It is a Nut and Bolt installation on the upper 'A" arm bracket by the Shock. You need to get a wrench behind the 'A' arm to get this off. The cable Bracket closest to the Hub is held on with a 10mm nut. This is the only bracket that comes on the new ABS cable.

18 mm Box wrench for taking off the Upper Caliper Bracket Bolt. No room for a socket.

3 bolts for Hub assembly: The two lower Bolts are accessible with 18mm socket and ratchet, a 3" extension helps. Turning Steering wheel from one side to the other makes the hardware easy to get at. The Top bolt: ½" Drive socket and ratchet are too bulky. A 3/8 drive, small socket and a 6" extension to clear the Ball joint works very well. 3/8 sockets are thinner and shorter.
I was able to crack the Bolt loose with my ½" drive breaker bar and small socket but the larger thicker ½" Sockets hit the Upper Ball Joint as the bolt came out so I switched over to 3/8th drive sockets to finish the removal.

A 3 jaw Puller was used on one hub to crack the splines on the shaft loose from the hub. The Half shaft did not want to let go. I probably could have used a Drift and hammer to hit the shaft inward without ruining the threads on the shaft. With the Half Shaft moving within the hub, a smack with a hammer got the Hub out of the Knuckle. A Slide Hammer wasn't needed but maybe would have been better then a whack with a hammer.

Filing the opening on the Knuckle cleaned it up before installing new Hub Assembly. I used Anti Seize all in that area to make future removals easier. Make sure the old Rubber 'O' ring is removed from the knuckle. Anti Seize on the Spline of the shaft as well. Install the new Hub so the cable faces up and toward the front of the car… Note the orientation of the Cutout in the Shield as you disassemble the old knuckle. It has to go back together the same way for the ABS wire to run properly.
Before installing the Rotor and Caliper I routed the new ABS cable. The Caliper and Rotor installed would have made it less convenient.

Anti Seize on the Center section of the New Hub will help the rotor come off next time. Rotor goes back on, then drop the caliper and bracket over rotor and bolt up to Knuckle. Put Tire back on, lower to the ground and torque Center nut to 103 ft/lbs.
If all goes smooth…Approx. 3.5hours for both sides.

NEW Bearing Assembly Painted to match car

Take off Axle Nut 36mm deep socket