

Installation Manual for your NWF Dana 60 Steering Arms



Step 1:

Block the rear wheels. Jack up the Dana 60 and put it on JackStands. Remove tires.

Step 2:

Using a jack, apply enough pressure to the bottom of the knuckle so it will stay seated in the 'C' but not enough to make the axle lift off the JackStand.



Step 3:

Remove the top 4 bolts on the top of the knuckle.



Step 4:

Remove the kingpin cap.



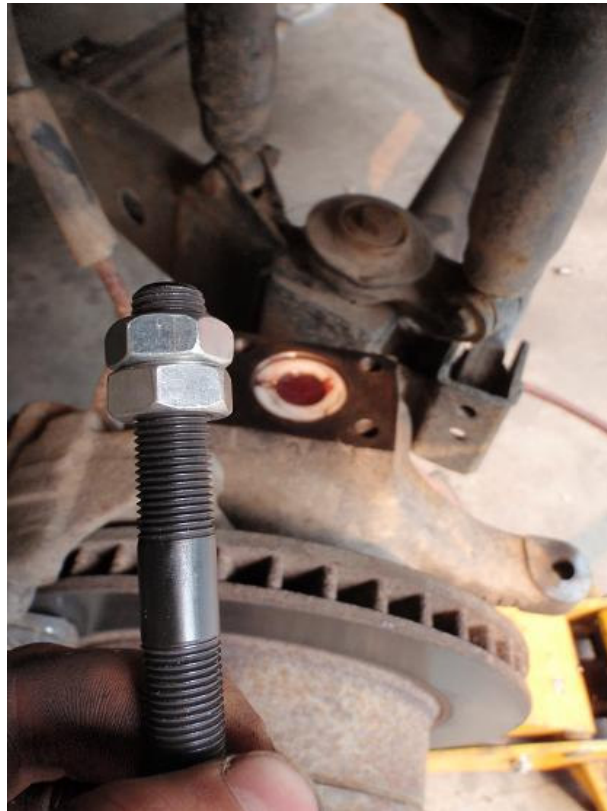
Step 5:

Remove the kingpin spring.



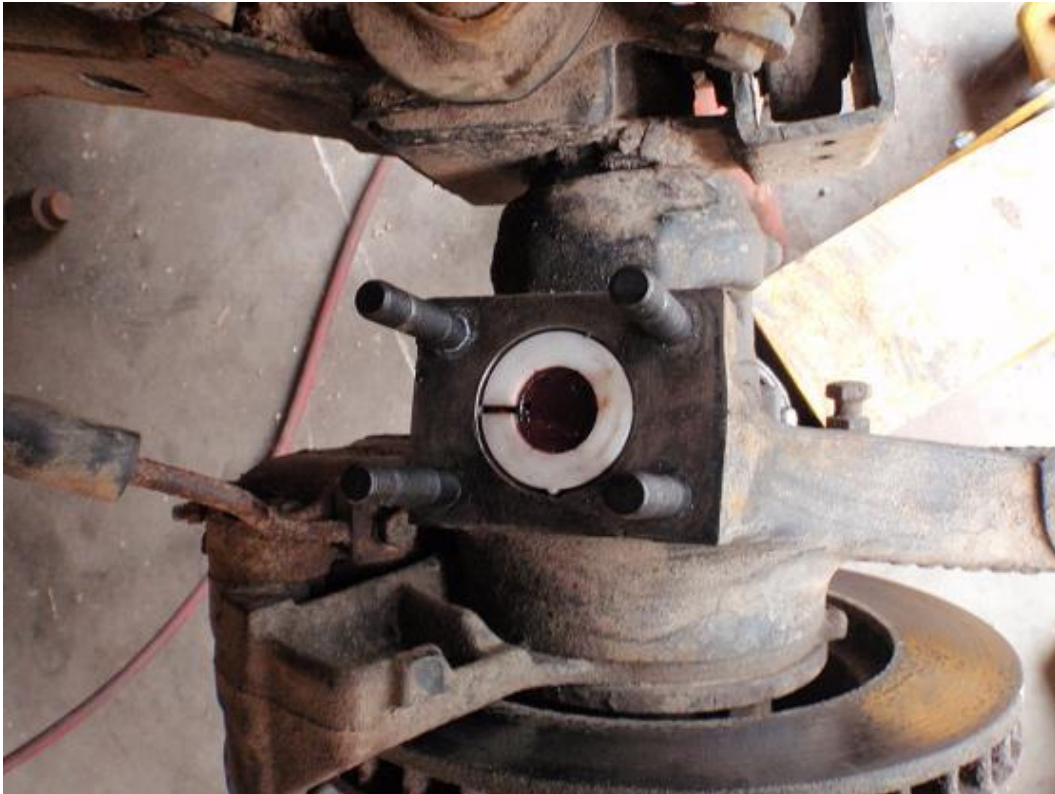
Step 6:

Thread (2) 1/2" NF nuts onto your NWF High Strength stud kit (sold separately). 'Lock' the two nuts together. Turn the stud into the knuckle with a wrench or socket. When tight, remove the two nuts on the stud.



Step 7:

Repeat **step 6** for the remaining 3 studs.



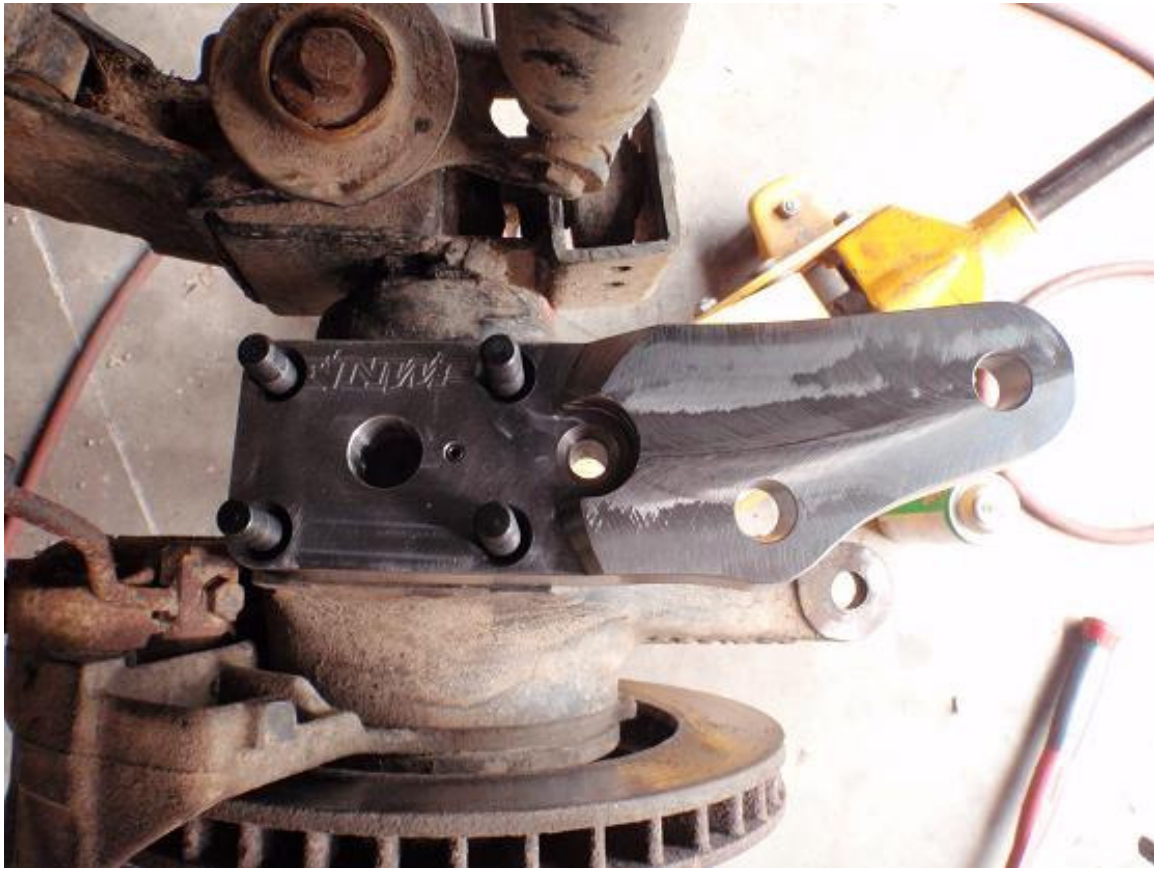
Step 8:

Place the Preload Washer on top of the kingpin bushing (white nylon cone).



Step 9:

Using some break clean on a scotchbrite pad, clean the mounting surface to where the arm sits on the knuckle. Now position the knuckle over the studs.



Step 10:

Fasten the Steering Arm to the Knuckle with the (4) 1/2" NF Acorn Nuts.



Step 11:

Thread the 1" NF Setscrew into the arm until it seats on the Preload Washer. Now torque it to 20 ft-lbs.

****Note**** 20 ft-lbs was the torque we needed to preload the kingpin to equal that supplied by the stock spring. Use this number as a starting point. With the steering links disconnected from the knuckle, turn it from lock to lock with your hands. If the knuckle has any vertical play, torque the set screw more. If the knuckle is too stiff (use the other side to compare), back the setscrew off in 1/4 turn increments until you get a desired kingpin preload.

Now Secure the Set Screw in place using the large 1" NF Nut.





Step 12:

Install the grease fitting on the top of the set screw and clean the arm with a degreaser. Because the arm is steel, paint it to prevent corrosion. To finish off the installation, fill the kingpin with grease via the fitting.



