

INSTALLATION INSTRUCTIONS

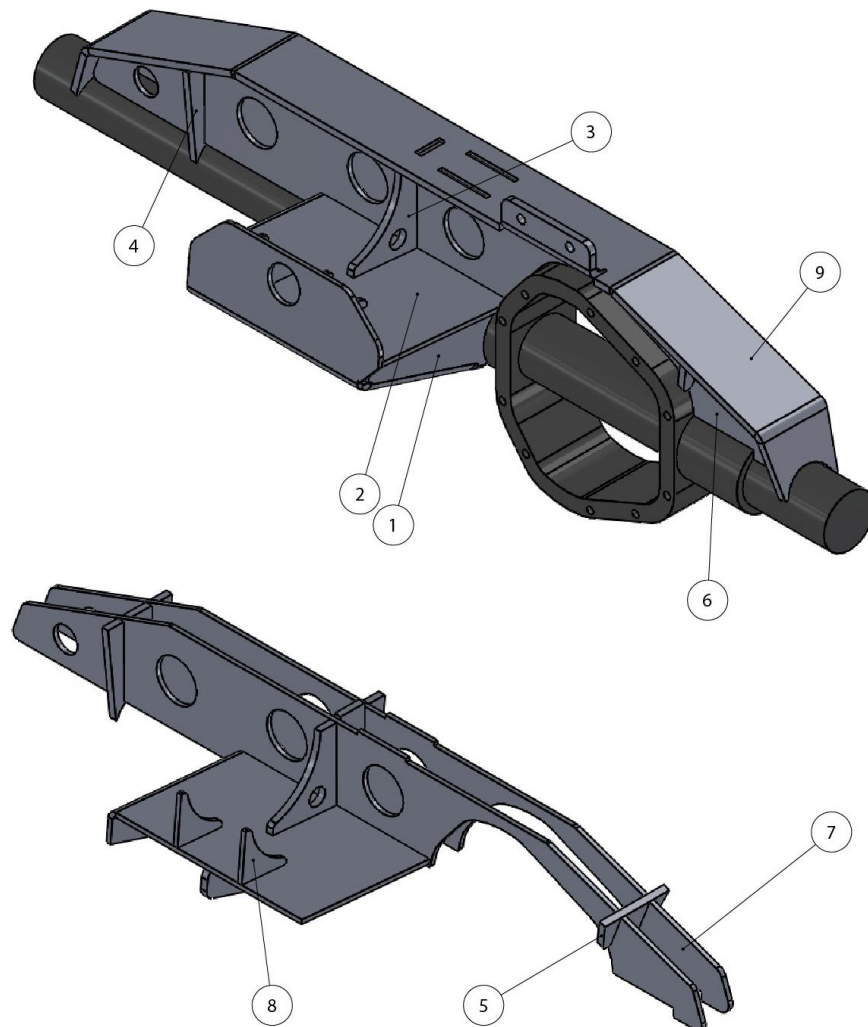
**Ford Dana 60 Front Truss TRU-1209
85-91.5 Kingpin and 92-98 Balljoint axles**

Ballistic Fabrication produces products for custom vehicles. Many products require general welding and fabrication skills. Welding should only be done by a competent welder. Ballistic Fabrication is not liable for improper installation. Check with local laws if your vehicle is driven on the street as some Ballistic Products may not be street legal in all states.

What's Included

ITEM NO.	QTY.	Cut List Name	QTY.	BOM P/N:
1	1	Cylinder Mount Skid	1	1209-10
2	1	Cylinder Mount-Top	1	1209-11
3	1	Cylinder Mount Gusset-Thick	1	1209-3
4	1	Gusset-Long	1	1209-2
5	1	Gusset Short	1	1209-4
6	1	Front Plate	1	1209-8
7	1	Rear Plate	1	1209-7
8	2	Cylinder Skid Gussets	2	1209-9
9	1	Top Plate	1	1209-1

- If ordered without ram mount Item No. 1,2, and 8 will not be included and Item No. 3 will be different.



Specifications

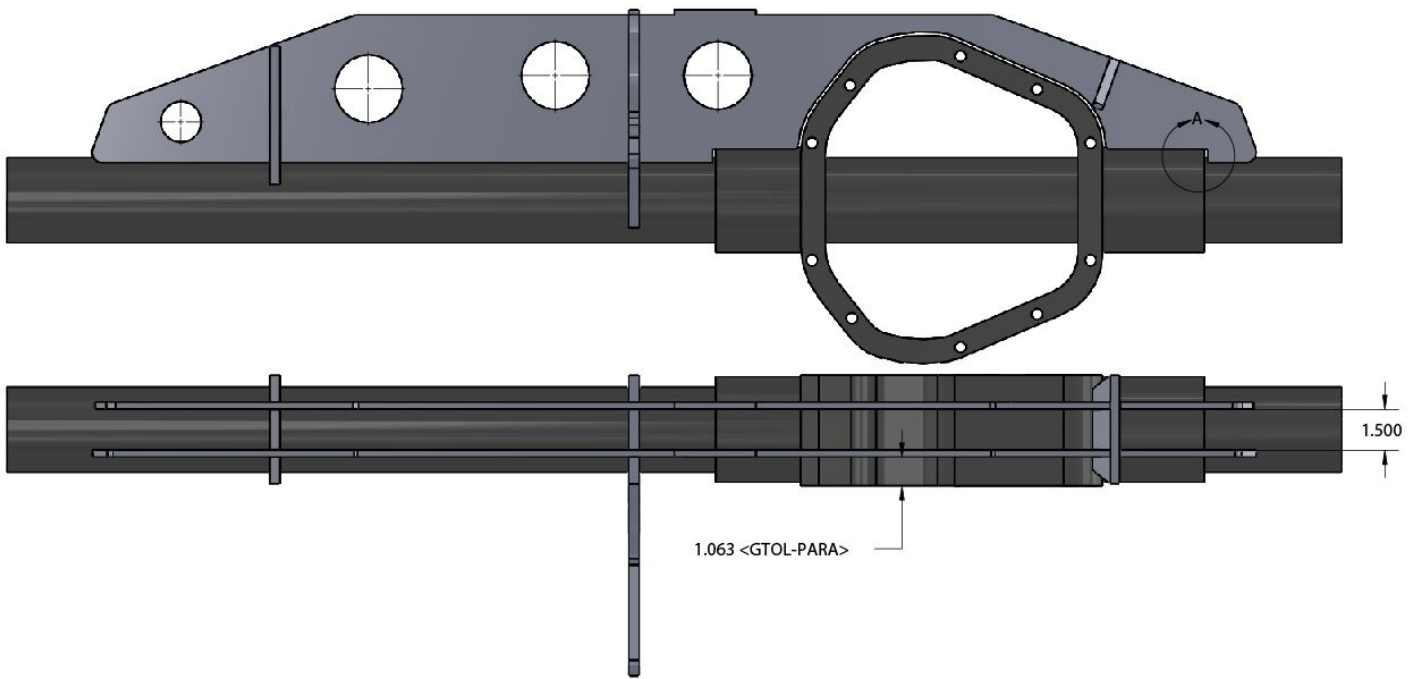
- TRU-1209 is designed to convert your Ford Dana 60 into the perfect solution for mounting links and strengthening your axle.
- Add a shave kit to the mix for extra clearance and strength where you need it.
- Fits Ford Dana 60 Kingpin axles from 85-91.5' F250-350s as well as Ford 92-98 Ball Joint axles.

Dis-assembly

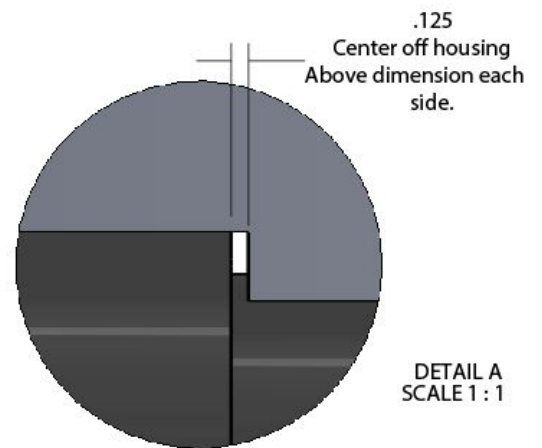
- Completely Dis-assemble axle. The outer knuckles may be left on axle, but it is recommended to completely tear the axle down to a bare housing.
- Cut off existing leaf spring mounts and grind axle tubes clean.
- Cut off the shock mounts if the original mounting locations are not being reused and grind the axle tubes clean. Ballistic offers many shock mounting tabs and brackets to fit your needs.

Pre-assembly

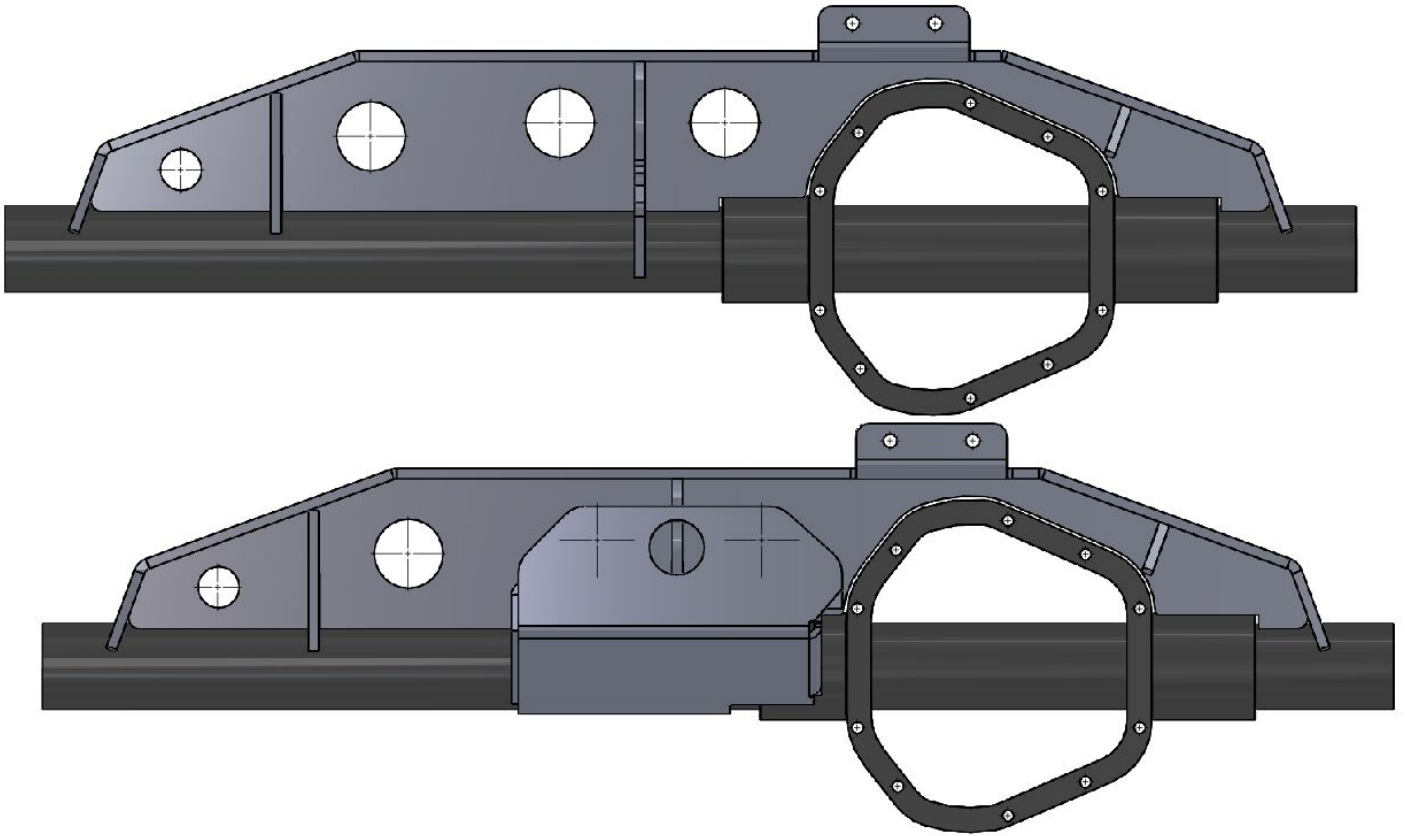
- Clean axle housing to prepare for welding. Sand Blasting is recommended, but the axle can be prepped with a grinder if necessary.
- Follow instructions for the Dana 60 Shave Kit, if the shave kit is being used, except for Final Assembly.
- Temporarily bolt the Differential Cover to the axle with the supplied 3/8-16 x 1" bolts as it will bolt to the Truss Top Plate (BOM P/N 1209-1, Item No. 9) to position it to the axle. If the stock differential cover is being retained, the tab on the Truss Top Plate may be cut off.
- Assemble the Front Plate (1209-8, 6), Rear Plate (1209-7, 7), Gusset Long (1209-2, 4), Gusset Short (1209-4, 5), and Cylinder Mount Gusset (1209-3, 3) on the axle. If ordered without the Cylinder mount there will be a different gusset for Item No. 3.



- Place the Top Plate (1209-1, 9) on top and align the tabs on the Front and Rear Plate to the slots.
- Once everything is aligned correctly and the gaps are consistent, per Detail A, the pieces can be tack welded together. Ensure that the Front and Rear plate are parallel with the Differential cover mounting surface.



- Position the Cylinder Mount Skid (1209-10, 1) and the Cylinder Mount - Top (1209-11, 2) to the axle. They will index off of the center gusset.
- Position the Cylinder Skid Gussets (1209-9, 9). Verify the fitment of the steering ram before final welding.



- Fully weld all of the seams and weld the truss to the axle. To prevent warping, Do not weld continuously in one area. Weld a bead no more than is 2 inches long in an area and move to another area. Allow time between welds for the assembly to cool.

NOTE: this is not a job for a 110 volt welder or for an inexperienced welder. If you are not 100% confident in your welding abilities take your axle to a professional welder for final welding.

- Now that the truss is fully welded to the axle and cooled Upper Link Mounts and Shock Mounts can be positioned and welded.
- The axle will need to be positioned under the vehicle and the suspension links temporarily attached.
- Once the angle and position of the Upper Link Mounts have been verified and rechecked they can be tacked into place.
- Remove the axle from under the vehicle and finish welding the Upper Link Mounts.

Final Assembly

- Remove the Differential Cover.
- Install the Pinion Bearings per manufacturer's specifications.
- Install the carrier and set pinion preload, backlash, and gear pattern per manufacturers specifications
- Clean the mating surface of the differential cover and housing using acetone or other solvent that does not leave a residue.
- Using a quality form in place gasket such as "Right Stuff®" or other equivalent RTV sealant, place a 1/8" to 3/16" bead on the mating surface of the housing and around all bolt holes.
- Install the Differential Cover with the supplied 3/8-16 x 1" bolts and torque to 35 ft/lbs per manufacturers specifications. (If using some other sealant, follow the provided instructions on the back of the package about torque sequence as some may require a secondary tightening after a setting period)
- Install any other components on the axle assembly such as Ballistic Lower Link Mounts or Shock Tabs prior to Painting or Powder Coating the axle.
- Fill with appropriate gear oil.