

Dana 60 HDII Adjustable Double Steering Arm Installation Instructions.

1. Secure vehicle from rolling. Raise front of vehicle and securely position on jack stands or other restraining device. Remove tires and original tie-rod.
2. Remove old kingpin caps, and stock steering arms. (remember, they are spring loaded). Discard bolts that hold the stock kingpin cap on. If an existing steering arm is removed, the original studs and nuts can be re-used if you drill the arm to 7/16". The stock studs have a shoulder that the ARP studs do not have.
3. Clean off the top surface of the knuckle with degreaser and a scotch pad or razor blade.
4. Remove teflon upper kingpin bushing, spring, and sheet-metal washer. Discard washer and spring. Clean off and inspect each part. Replace bushing if worn or cracked. Be sure to take notice that there is a small rib on the outside of the Teflon bushing. This rib fits a corresponding groove in the knuckle.
5. Install new studs in knuckle. Install studs using supplied nuts. Thread one nut on the stud, and tighten another nut against it. Use anti-seize on threads, and install the short side down. When stud bottoms out, snug it up, and break the nuts loose.
6. Install double arm on Passenger side with "WFO" closest to front bumper, and single arm on drivers side. Be sure to place the thick washer supplied in your steering arm kit on top of the bushing and underneath the arm. Do not install your set screw and jamb nut yet. Tighten the 4 nuts to 75 ft/lbs. After first 50 miles, re-torque nuts.
7. Insert set screw into steering arms and tighten to 15 ft/lbs, making sure there is no weight on the knuckles. Tighten jamb nut to hold set screw in place. After first drive, repeat this process with the front tires off the ground.
8. Periodically check for wear by jacking up one tire of the vehicle. Pull up and down to see if there is any kingpin slop. If there is, it should feel like a loose wheel bearing, or bad ball joint. Simply re-torque the upper set screw.

E-mail or call with any questions or problems. We would appreciate your feedback on any ideas or changes you think may be necessary. Thanks, WFO Concepts.

On the double arms, the rear set of holes for the tie-rod are tapered to Chevy/Dodge tierod ends. Some easy part #'s to use are ES2234R, ES2233L. You can also use ES2010L and ES2010R. The Front hole is tapered to a Chevy draglink end, Part # ES2026R and ES2027L. These draglink ends are larger taper, "double pivot", for more angle. Be sure you DO NOT use tierod ends in the front facing tapered draglink hole!

