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PART# WFO 1142HDA-KIT
D60 CROSS-OVER STEERING ARM KIT

BILL OF MATERIALS

PART #	DESCRIPTION	QTY.
WFO 1142HDA	D60 HDA Cross-over arm, Draglink taper	1
WFO 1153	D60 ARP High Steer Studs	4
WFO 1152	D60 High Steer Nuts	4
SSS-34F134P	3/4"-16 Set Screw for HDA Arms and Cap	2
WFO 3416-R	3/4"-16 Jam Nut, Right hand	2
WFO 1140HDA	D60 Adjustable Cap	1
1095K65	Grease Zerk	2
WFO 1100-HDA	D60 3/8" Spacer for HDA Arms	2
DAN37307	D60 Kingpin Cap Gasket	2
Bolt, 1/2"-20 x 2"	1/2" bolt, 2" long, Grade 5	4
L. Washer, 1/2"	1/2" Lock Washer	4



INSTRUCTIONS:

- Secure vehicle from rolling. Raise front of vehicle and securely position on jack stands or other restraining device. Remove tires and original tie-rod.
- Remove old kingpin cap, and stock steering arm. (remember, they are spring loaded). Discard the bolts holding 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.
- Clean off the top surface of the knuckle with degreaser and a scotch pad or razor blade.
- Remove the Teflon upper kingpin bushing, spring, and sheet-metal washer. Discard washer and spring. Clean off and inspect the stock teflon bushing. Replace the bushing if it's worn or cracked. Be sure to take notice, there is a small rib on the outside of the Teflon bushing. This rib fits in a corresponding groove in the knuckle.
- Install the new studs in knuckle with 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.
- Install cross-over arm on Passenger side with drag link hole towards the front bumper. 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 jam nut yet. Tighten the 4 nuts to 75 ft/lbs. After first 50 miles, re-torque nuts.
- Repeat this process for the cap on the Driver side.
- Insert 3/4" set screw into steering arms and tighten to 15 ft/lbs, making sure there is no weight on the knuckles. Tighten jam nut to hold set screw in place. After first drive, repeat this process with the front tires off the ground.
- 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.

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PART TITLE