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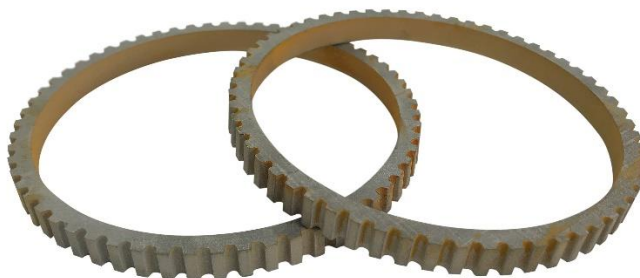
**PART# WFO DMAX-TR60**  
**2011-2018 DMAX**  
**REAR TONE RING, 60 TOOTH**

## BILL OF MATERIALS

PART #	DESCRIPTION	QTY.
WFO DMAX-TR60	2011-18 DMAX Rear 60 tooth tone ring	2

## Tools Needed:

- Drain Pan
- ½" Impact
- 2 pry bars
- ½" ratchet or breaker bar
- 19mm socket
- 21mm socket
- Pen style magnet
- Spindle nut socket (We use Performance tool W83006)
- Flat tip Chisel and hammer
- Gear oil
- Might need replacement hub seals. (We use Timken SL260069)



- 1.) Jack the truck up and put on stands.
- 2.) Remove rear tires.
- 3.) Drain fluid from rear axle.
- 4.) Remove the brake caliper bracket (the whole bracket not just the caliper) with a 21mm socket. After you remove the bracket support it somehow so it's not hanging by the brake line. Use something like a bungee cord or a piece of bailing wire.
- 5.) Remove the rotor.
- 6.) Using a 19mm socket, remove the 8 axle shaft bolts.
- 7.) Slide the axle shaft out. Have an oil pan ready because fluid will come out with the shaft.
- 8.) Using pliers, remove the retaining ring. There are 3 nipples. Grab one and pull it straight out.
- 9.) Use a small pen magnet and remove the small rectangle key way that is on the top.
- 10.) Using a spindle nut socket, unscrew the spindle nut.
- 11.) With two pry bars, remove the hub. Have your drain pan ready because oil will drain out of the hub. Be careful not to pry against the E-brake pads because you can damage them.
- 12.) Use a flat chisel and hammer to tap and remove the old 48 tooth tone ring. You will have to tap it all around to work it off.
- 13.) Clean the surface then place the new 60 tooth tone ring on the hub. We suggest using your old tone ring to place on top of your new one so you can tap on the old one so you can seat your new tone ring without damaging it.
- 14.) Check your seals and make sure they were not damaged during the removal process. You may need to replace them. **NOTE:** We recommend you replace them so they don't leak after reassembly. We like to use the Timken seal part number TK SL260069. You can purchase these at your local automotive store.
- 15.) You will now begin to reassemble everything in reverse order. Slide the hub back on.
- 16.) Hand tighten the lock nut on the spindle. Torque it to 52 ft/lbs so it will seat the hub on the spindle properly then back off the lock nut so its finger tight. Make sure to line up the key slot so you can reinstall the key back in.
- 17.) Slide the axle back in. You may need to replace the rear axle shaft gasket or use silicone to seal the back of the flange. Torque the 8 bolts to 136 ft/lbs. Make sure to alternate side to side when tightening.
- 18.) Slip the rotor on, put the caliper back on. Reinstall the wheels.
- 19.) Refill your differential fluid.
- 20.) You have now matched your front ford unit bearings.