



PART# AXLE F250-D60F

'05+ Ford Superduty Axle Prep Work

Now that you have purchased a “new”, used 2005+ Ford Superduty Axle, you will need to do some work on it before you place it under your Chevy Duramax. Below, are some WFO instructions on what to remove and install on the axle. You may want to presoak some of the bolts with a penetrating lubricate to help remove them.

NOTE: Since this is a used axle we recommend you replace the ball joints, brake pads, draglink ends, tie rod ends, u-joints, hubs and gear oil, *at your discretion*.

INSTRUCTIONS:

- 1.) You will want to remove components from the axle such as, swaybar links, shocks, coil buckets, Trackbar (only if you are doing a 6” or taller lift) and the long side of the draglink including the coupler.
- 2.) You will need to replace the Wheel Hub and Bearing assembly with a machined wheel hub so the bolt pattern will match your rear axle. This is a service we can provide, just give us a call.
 - a. Using a 21mm Socket, remove the two larger caliper bolts on the caliper bracket. The whole assembly will come off together.
 - b. Remove the rotor.
 - c. Using a 5mm Allen wrench, Unbolt the ABS sensor. Do NOT discard.
 - d. Remove locking hub with a T27 socket
 - e. Using snap ring pliers, remove the Large snap ring that rides on the axle stub shaft.
 - f. Using a 21mm socket, remove the 4 nuts on the back side of the knuckle that are holding the unit bearing on. .
 - g. Note how the metal disc brake shield is in place. You will need to reinstall it in the same manner. Then, pull unit bearing out. You may have to use opposing pry bars on either side of the unit bearing to break it free.
 - h. Replace with new/used redrilled unit bearing
 - i. Reinstall the 4 nuts on the unit bearing studs. Use Blue Loctite. Torque to 133ft lbs. in a star pattern.
 - j. Reinstall the speed sensor wire. Make sure to rebend the sheet metal tab back over it so it won't rub on the inside of the rotor.
 - k. Reinstall snap ring in the groove at the end of the stub shaft.
 - l. Reinstall stock Ford locking hub or aftermarket Warn Hub (WAR 95060)
 - m. Install new/used redrilled rotor.
 - n. Reinstall caliper bracket using blue Loctite and torque to 166ft lbs.

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3.) Trackbar

- a. 3" WFO kit = you will leave the trackbar ball joint alone. You will use the stock trackbar.
- b. 6"/9" WFO kit = you will remove the stock trackbar bracket on axle. See below...

4.) Install Trackbar bracket (6" & 9" kits only)

- a. Using a plasma cutter or a cutting torch, cut off the stock Trackbar mount.



- b. After the stock trackbar mount is off, cut the front section of the bump pad legs so they are flush with the top of the bump pad.



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- c. You need to cut the front right corner of the bump pad off OR, you could cut the whole right side of the bump pad off just don't get into the welds that are holding the bump pad onto the axle. This needs to be done so the bolt has clearance when it goes through the new WFO trackbar bracket. Hold the new bracket up in place so you can mark where you need to cut.



- d. Test fit the new WFO Trackbar bracket on the axle to make sure it sits flush on the axle. The back of the WFO Trackbar bracket will rest against the front of the bump pad and all the way against the swaybar bracket. If it doesn't sit flush, keep cutting or grinding.
- e. Grind the area perfectly clean so you can weld as much surface of the trackbar bracket as possible.
- f. Tack the bracket in place. Once you are satisfied it is in the correct location, weld the trackbar bracket on. Weld as much surface as possible.

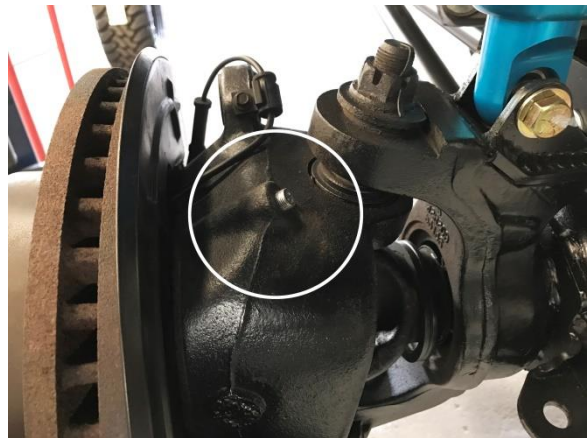


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- 5.) Install the new, lower coil over shock mount. (WFO 5360-KIT)
 - a. Unbolt and remove the stock coil bucket from the axle.
 - b. Grind the top and sides of the area clean so the new mounts sit flush.



- c. Using a 22mm socket, install the new bracket with the 14mm bolt onto the axle.
 - d. Weld the top of the brackets so it is secure. (see picture above)
- 6.) Take off the differential cover to change the fluid and inspect the gears. Verify which ratio is in the axle. It should be 3.73 or 4.10 (rare).
- 7.) Reseal the cover with RTV Silicone and reinstall.
- 8.) Paint the axle.
- 9.) Remove the factory Ford vacuum actuator and install the supplied 1/8" plug (in with the WFO Brake lines). If you want, you could apply Teflon tape or pipe dope but it's not necessary.



- 10.) Your axle is ready to be installed!