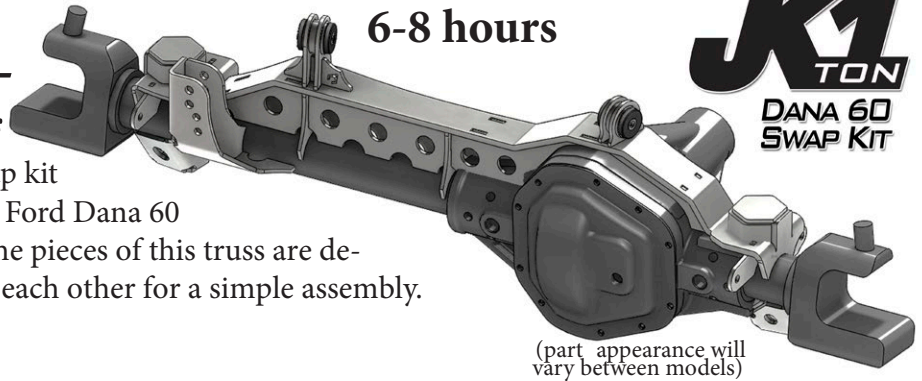


ARTEC INDUSTRIES JK 1 TON - FRONT DANA 60 SWAP KIT INSTALL INSTRUCTIONS

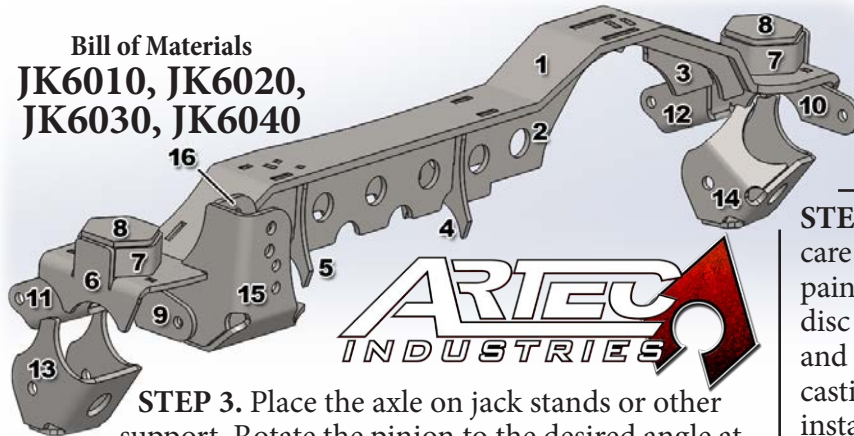
TYPICAL INSTALL TIME:
6-8 hours



(part appearance will vary between models)

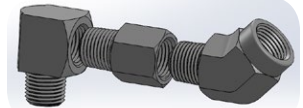
Thank you for your purchase of our swap kit specifically designed to easily install the Ford Dana 60 front axle in the JK Jeep Wrangler. All the pieces of this truss are designed to fit very closely to the axle and each other for a simple assembly.

Bill of Materials JK6010, JK6020, JK6030, JK6040



STEP 1. Unpack contents of shipment. Make sure that all of the parts required are included with your kit. If any items are missing, and packaging is damaged, KEEP ORIGINAL PACKAGING and contact us.

STEP 2. Remove OEM bracketry from axle. Take care not to grind into the axle tube. Remove rust or paint on top of casting and axle tubes using a flap disc or wire wheel. Remove factory breather hose and barbed fitting from casting. Prior to welding, install the fitting assembly shown here with parts from 50785K41 50785K25 4757T131 McMaster or similar. Must be low-profile 90 deg fitting. Reuse OEM barbed fitting at end.

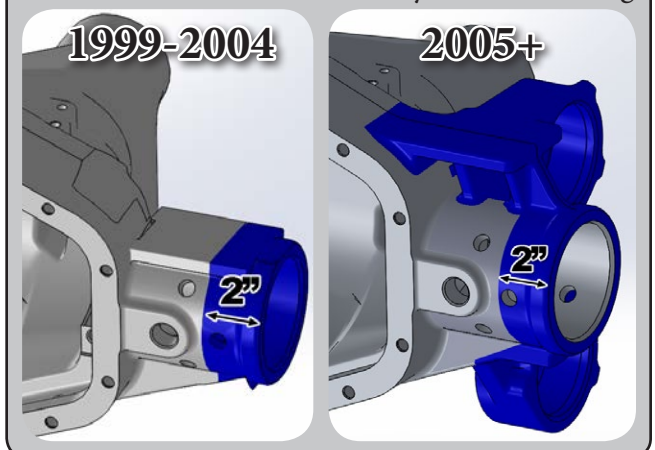


STEP 3. Place the axle on jack stands or other support. Rotate the pinion to the desired angle at ride height, taking into consideration the type of drive shaft you are using. Secure pinion. **MOCKUP OF ALL PARTS IS RECOMMENDED PRIOR TO FINAL WELDING.**

STEP 4. Slide pieces 4 and 5 into jiggging slots of pieces 2 and 3. All jiggging slots are of varying depth and can only be installed one way. Place assembly 2345 on the axle. Place piece 1 (truss top) on assembly 2345 and align all the jigs in the slots. Ensure the pinion angle is set for desired ride height. Set the truss top LEVEL. This will determine the angle of all brackets. Clamp the truss assembly to the axle tube to get tight fitment.

STEP 5. Place large tack welds between the axle and the ends of pieces 2, 3, 4, and 5 to secure these pieces in place. **DO NOT WELD PIECE 1 (TRUSS TOP) IN THIS STEP. THIS IS USED ONLY TO ENSURE PROPER LOCATION OF PIECES 2, 3, 4, 5.** Remove piece 1 (truss top) from the assembly and weld the inside of the assembly 2345 to the axle tubes and casting. The inside needs only stitch welds in various locations. It is not necessary to fully weld every seam and too much heat can also warp the steel and make placing piece 1 (truss top) back on the assembly difficult. Please refer to the *GENERAL WELDING INSTRUCTIONS* box on the next page. Using a True bar can assist with keeping the axle straight though it is not completely necessary.

STEP 2A. Superduty axle swaps (JK6030/JK6040) require some trimming of the factory casting in order to mount all the required components on the driver side axle tube. Consult the graphics below for information on what is to be trimmed. Repeated mockup may be necessary. Remove factory Superduty coil buckets (2005+) and trim inner c's to clearance for JK springs. All models may require extra casting trimming around the driver side LCA bracket (14). Weld the driver side axle tube to the newly cut back casting.



WELDING DETAILS ON NEXT PAGE

NOTE: THIS KIT INVOLVES EXTENSIVE WELDING AND GENERAL FABRICATION SKILLS. ONLY COMPETENT WELDERS SHOULD ATTEMPT TO INSTALL THIS KIT.*

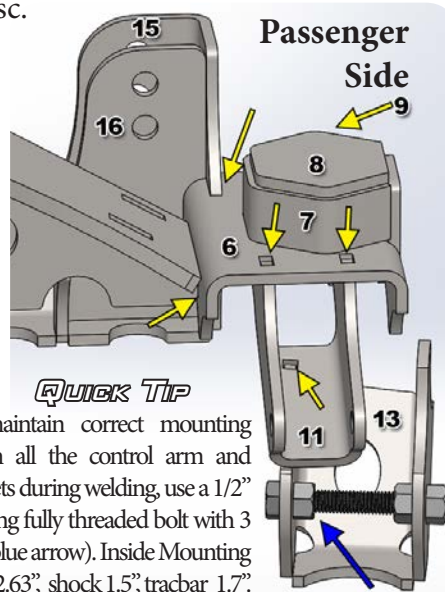
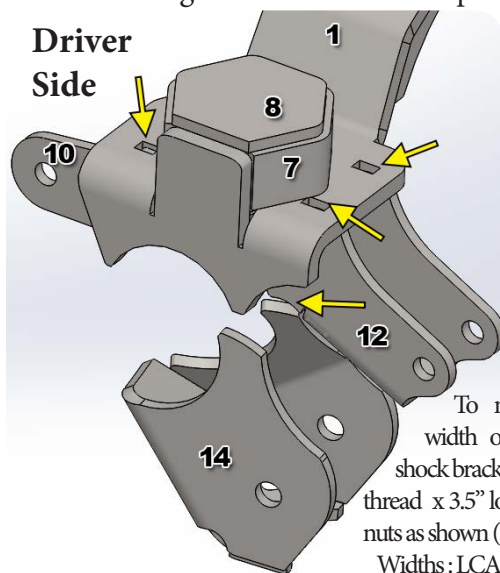
GENERAL WELDING INSTRUCTIONS

Place about 1" long stitch welds between the axle tube and the truss pieces taking care to not let axle tube heat up too much in one area. For best results, weld one stitch and then weld a completely different part of the axle. This will allow the first area to cool. Take your time. If welded too hot, the axle may warp upon cooling. A welding blanket may help slow the cooling and reduce the chance of warpage. To weld truss to cast section with best results, preheat casting evenly around where truss contacts to approximately 400 degrees. **DO NOT HEAT UNTIL GLOWING RED AS THIS MAY DAMAGE THE CASTING.** Once preheated, weld truss to casting before it cools. For best results, use a needle scaler or peening hammer to stress relieve the weld immediately after welding. Post heat the area to approximately the same temp you used to preheat. Wrap axle in a welding blanket to slow the cooling process, the cooling should be slow (18-24hrs.) and uniform. The idea behind this method is to relieve the stresses in the materials, and ensure that the plate steel does not cool quicker than the cast resulting in stress cracks. MIG works fine since most of the loads are not transferred to the casting itself but rather to the structure of the truss, but high nickel content rod is a more proven method.

STEP 6. Before welds cool too much, replace piece 1 back on assembly with pieces 10 and 12 jugged into the driver side coil bucket. Tack weld piece 1 (truss top) and pieces 10 and 12 to the assembly. Once all welds have sufficiently cooled, proceed to weld exterior of truss in a similar manner as in step 5. Remember to take your time and spread out your welds. It is not necessary for every seam to be completely welded.

STEP 7. When completely cooled, check for cracks in the weld around the casting. If cracks are discovered repeat the necessary steps above, grinding out any cracked welds and prepping the area prior to rewelding.

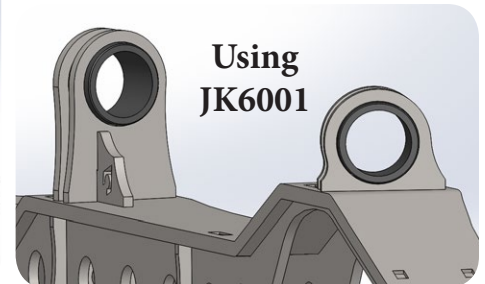
STEP 8. The rest of the parts all jig into specific locations in the correct positions. Follow the diagrams to locate the jig and slot that locates each of the pieces. Parts 7 and 8 do not jig but sit on top of the coil bucket and evenly touch the raised side of part 6. Part 14 wraps around the axle tube and then slides up and over until the indicated end nestles in to part 12. Weld all parts using the same techniques as before. For best looking results, weld each slot and grind smooth with flap disc.



QUICK TIP

To maintain correct mounting width on all the control arm and shock brackets during welding, use a 1/2" thread x 3.5" long fully threaded bolt with 3 nuts as shown (blue arrow). Inside Mounting Widths: LCA 2.63", shock 1.5", tracbar 1.7".

STEP 9. Installation of the UCA brackets will vary depending on the style you choose. For Bushings and Johnny Joints, the parts labeled JK6001 will jig into the predetermined slots on part 1 (truss top). Follow the diagram for placement. Center the tube sleeve between the two tabs for welding. Weld as before. For the 3-link bracket, place on top of part 1 (truss top) as far to the passenger side just before it slopes down. Mock up with your existing upper link prior to final welding.



STEP 10. Once axle is welded and cooled, paint truss and axle where bare steel is exposed to prevent rusting. After paint is dry, reinstall axle breather hose, and any other components. Install axle according to manufacturers specs. Due to the size of the casting, both the LCA brackets and the UCA brackets will not be in their exact factory positions. Adjustable control arms with high misalignment joints are recommended. As a result of different knuckles and steering, choose a hole on the tracbar bracket that makes your tracbar and draglink parallel.

*Artec Industries, LLC is not responsible or liable for improper installation of this kit. Use common sense when installing. This swap pairs axles with a vehicle that were not intended from either OEM manufacturers. Use at your own risk.

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Learn more about performance driveline and axles we have.