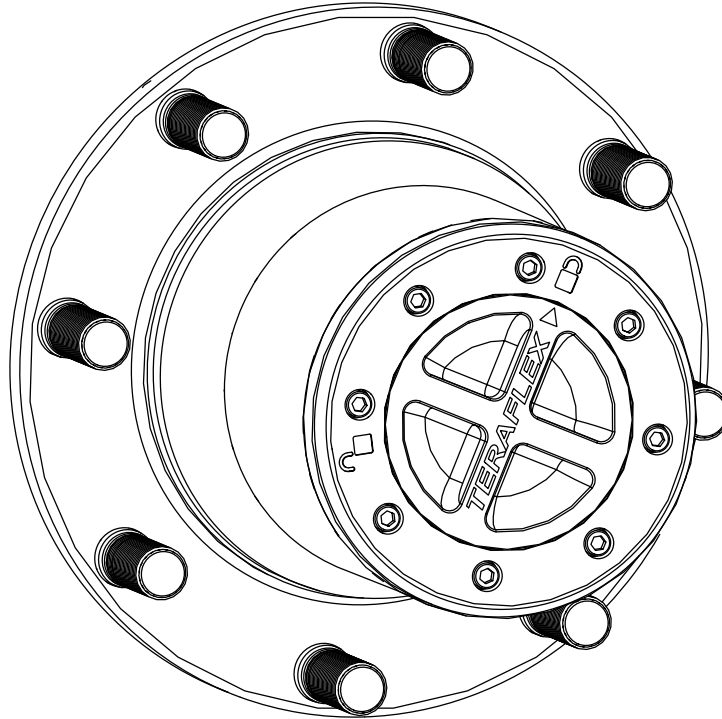




# Dana 60 SlimLock Hub Kit

Kit #3449350



## Important Notes:

Prior to beginning this or any installation read these instructions to familiarize yourself with the required steps and evaluate if you are experienced and capable to personally perform these modifications. A factory service manual should be used in conjunction with these installation instructions.

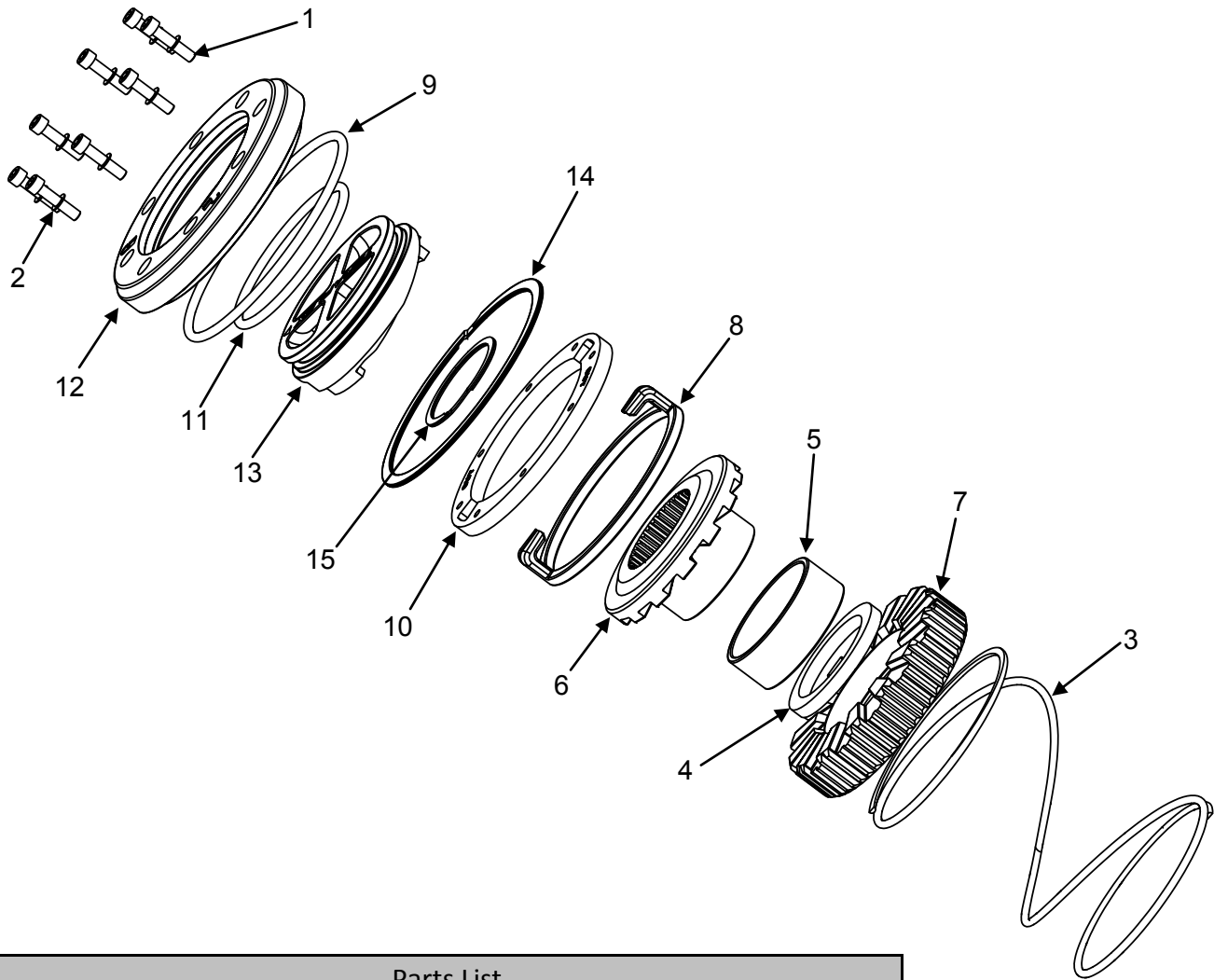
**Warranty void if used with over a 38" tire.**

Hub operation will initially be tight due to tight tolerances but will loosen up slightly after use. Do not use bearing grease. Bearing grease is too tacky and will inhibit locking function. Use a low viscosity grease, this will allow for good function, especially in colder weather.

Refer to the parts list to ensure that all necessary components and hardware has been included. If any parts are missing please contact your local TeraFlex dealer for assistance.

## Tools needed:

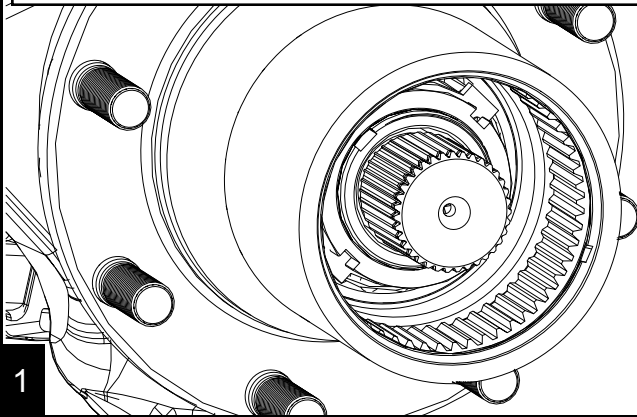
- This installation guide
- Basic mechanics tool set
- CV Grease or other low viscosity grease



### Parts List

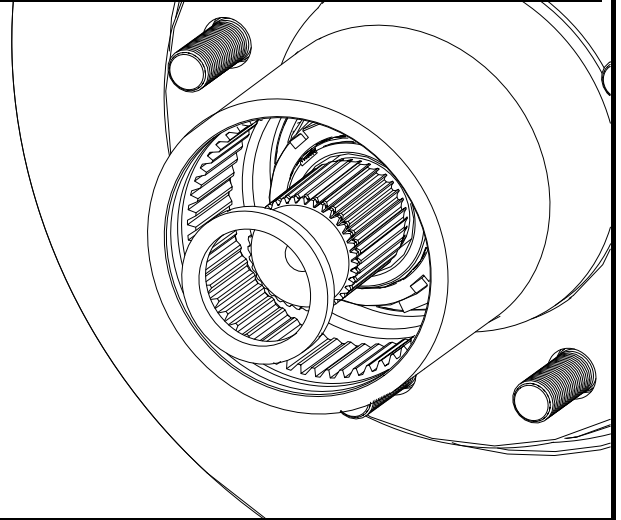
Item Number	Part Number	Description	Quantity
1	832	Bolt #8-32 x .75" Black Socket Head	16
2	449338	Copper Washer	16
3	449349	Spring	2
4	449384	Spacer	2
5	449347	Bushing	2
6	449346	Inner Spline (Engages Axle Shaft)	2
7	449345	Outer Spline (Engages Hub)	2
8	449344	Disengagement Ring	2
9	449343	Hub O-Ring	2
10	449341	Bolt Ring	2
11	449340	Dial O-Ring	2
12	449339	Bezel	2
13	449337	Dial	2
14	449342	Hub Retaining Ring, Smalley WH-375	2
15	449336	Axle Shaft Retaining Ring, Smalley WSM-150	2

Remove your existing locking hub. Clean the hub and axle shaft splines of contaminants and apply a thin coating of CV axle grease on each set of splines. Heavy bearing grease may make the hub hard to turn, especially in cold weather.



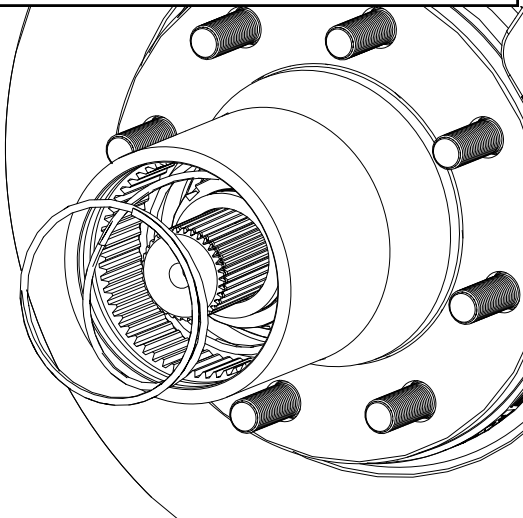
1

Install the spacer over the stub shaft.



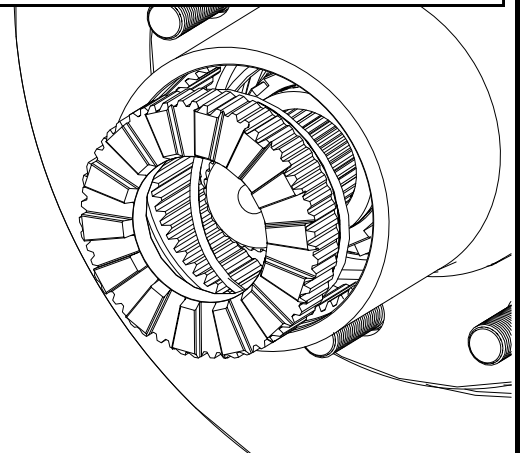
2

Insert the spring into the hub.



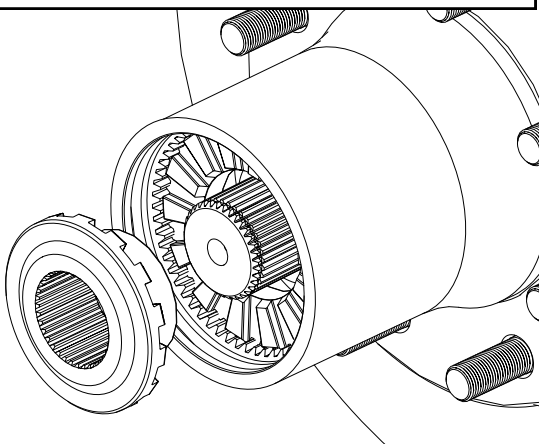
3

Slide the outer spline into the hub by compress the spring. Note the orientation of the outer spline with the engagement teeth facing out.



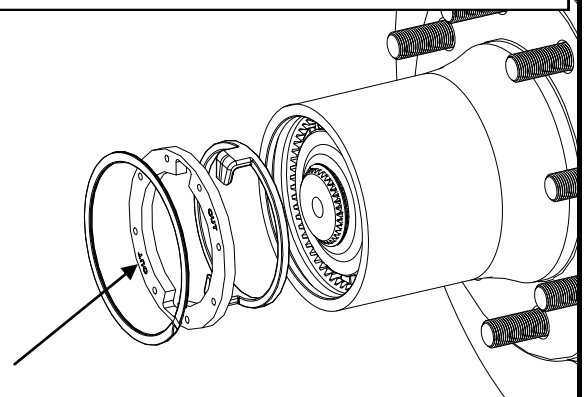
4

Apply grease to the bronze bushing, slide the inner spline over the axle shaft. Rotate the hub to ensure the inner spline and outer spline interlock. Note the orientation.



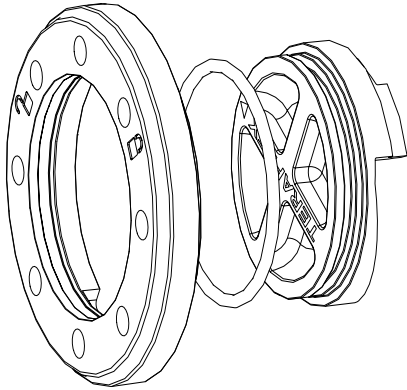
5

Install the disengagement ring and bolt ring. Install the full circle, internal retaining ring into the hub. **Note: Place the "OUT" on the bolt ring faces out. Be sure the retaining ring seats completely.**



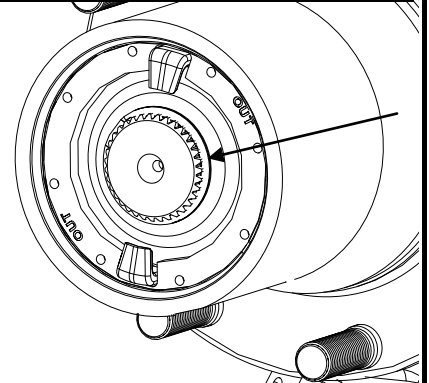
6

Push the dial out of the bezel and apply a coating of grease to the O-ring and O-ring groove in the bezel. Carefully reinstall the dial into the bezel to prevent the O-ring from being damage.



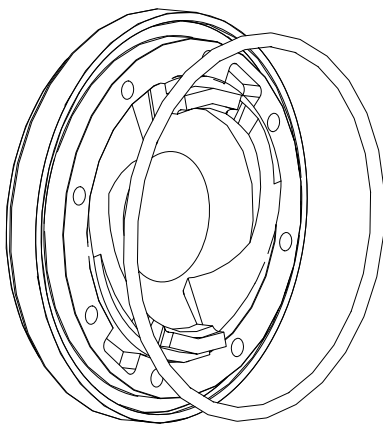
7

Install the full circle external retaining ring onto the axle shaft. Hint: To expose to the retainer ring relief, pry the axle shaft at the u joint. This will push the stub shaft out allowing installation of full circle external retaining ring. Be sure that the snap ring seats completely into the groove.



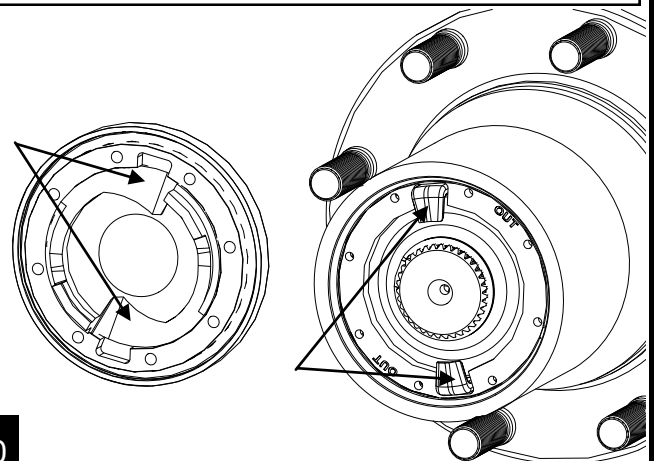
8

Install the large O-ring into the bezel.



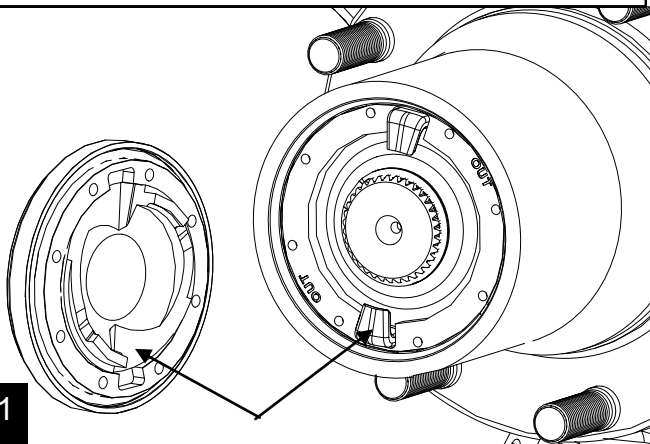
9

Apply a light coating of grease to the tapered sections of the dial and the exposed portions of the disengagement ring.



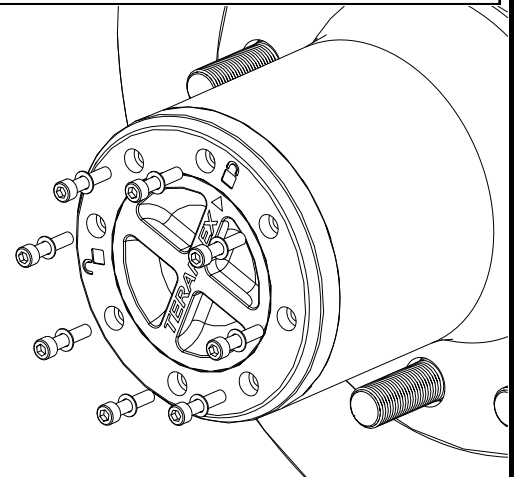
10

With the bezel assembly in the locked position, align the two grooves in the bezel with the two exposed portions of the disengagement ring.



11

Install the copper washers and the #8-32 bolts with a 9/32" allen wrench. Torque bolts to 17 in-lbs (1.9 Nm)



12

## **PRODUCT INFORMATION**

### **MAINTENANCE INFORMATION:**

It is the buyer's responsibility to have all suspension, drivetrain, steering, and other components checked for proper tightness and torque after the first 100 miles and every 3000 miles after that.

### **NOTICE TO INSTALLER:**

The enclosed "Warning to Driver" sticker must be installed in the vehicle in driver's view. This sticker is to act as a constant safety reminder when operating the vehicle. It is your responsibility as the equipment installer to install the provided sticker and to forward the product instructions to the vehicle's owner for review. If a "Warning to Driver" sticker or product installation guide were not included in the kit, FREE replacement stickers and instructions are available by request. It is the installer's duty to ensure a safe and controllable vehicle after the modifications have been performed.

### **WARNING:**

Neither the seller nor the manufacturer will be liable for any loss, damage, or injury directly or indirectly arising from the use of or inability to determine the use of these products. Before using, the user shall determine the suitability of the products for its intended use, and the user shall assume all responsibility and risk in connection therewith.

### **WARNING TO DRIVER:**

This vehicle has been modified to enhance off road performance and has unique handling characteristics. Use in harsh environments can cause extreme stress on the components. Vehicle should be inspected after being off road to make sure that all the components are in working order and safe to travel on the highway. All fasteners should be checked so that they are at the correct torque specifications as the vibration and stresses from off roading may cause critical fasteners to work loose. Extra care should be taken to inspect the critical components, steering, and brake systems. During each oil change components such as arms, tie rod ends, etc should be greased and checked for excessive wear. Any worn components should be replaced. When returning to the pavement always set or restore tire air pressure to the factory recommendation and connect or engage any disabled sway bar mechanisms. Because of the higher center of gravity and larger tires, this vehicle handles and reacts differently than many passenger cars, both on and off road. You must drive it safely! Extreme care should be taken to prevent vehicle rollover or loss of control, which can result in serious injury or death. Avoid sudden sharp turns or abrupt maneuvers. Generally, braking performance and capabilities are decreased when significantly larger/heavier tires are used, especially when used in combination with transfer case low-range reduction kits. Take this into consideration while driving. Do not add, alter or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the TeraFlex product purchased. Mixing component brand is not recommended. TeraFlex Inc. will not be responsible for any altered product or any improper installation or use of our products. We will be happy to answer any questions concerning the design, function, and correct use of our products. It is ultimately the buyer's responsibility to have all bolts/nuts checked for tightness after the first 100 miles and then every 3000 miles. Wheel alignment, steering system, suspension and drive line systems must be inspected by a qualified professional mechanic at least every 3000 miles.