

**DANA 60 UPPER KINGPIN BUSHINGS**

Reid Racing's bronze upper kingpin bushings for the Dana 60 knuckles are designed to replace the OEM nylon cone bushings in severe-duty applications where the OEM bushings succumb to accelerated wear and premature breakage. Bushings are designed specifically for rockcrawling, rockracing, and other extreme off-road motorsports.

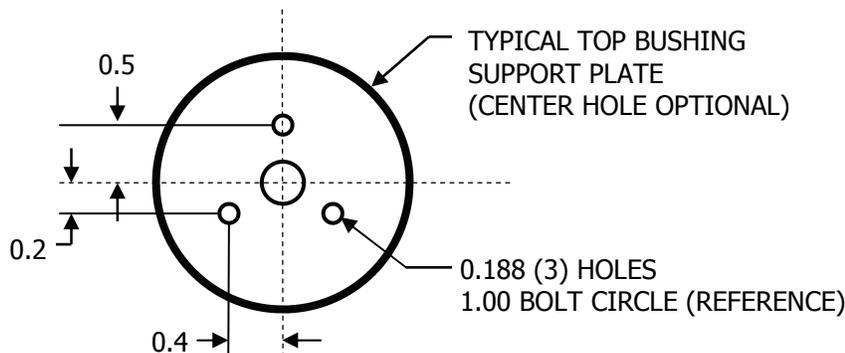
**FEATURES**

- Designed to be used with aftermarket adjustable-preload highsteer arms or shimmed "spring eliminator kits" instead of the OEM spring and cap retainer.
- Machined from the highest-grade alloy of any other kingpin bushings for unsurpassed tensile strength and resistance to extrusion, galling, and wear.
- Included roll pin prevents rotation of the bushing within the knuckle.
- Unique design increases surface area in the highest-stressed areas of the bushing face.
- Improved grease passages allow proper pressure greasing and easier servicing.
- Eliminates steering shimmy common to kingpin knuckles.
- Threaded extraction holes simplify removal.

**INSTALLATION**

Follow the basic steps in a factory instruction manual for disassembly and reassembly of the front knuckle assembly. Clean and inspect all the original parts, replacing any damaged or worn components. New upper kingpins are recommended, but old ones can be reused if they are polished mirror smooth and have no gouges. Press bushing into the knuckle ensuring that the grooves in the knuckle and bushing align, and then tap the roll pin into the groove. Aftermarket "spring eliminator kits" should have their top bushing plate drilled to allow grease passages to be pressurized by the zerk fitting, as recommended below. Preload should be set tight enough to create slight resistance in the steering when turning the knuckle side to side by hand, but it is absolutely critical that the preload is checked and reset as necessary after the first 20 miles and after each race.

**RECOMMENDED LUBRICATION DRILLING PATTERN FOR TOP BUSHING SUPPORT PLATE**



**REMOVAL**

Two 8-32 threaded holes are provided to assist with the removal of the bushings. Thread in (2) screws and evenly pull or pry on them to remove the bushing without binding.

**WARRANTY**

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