



FORGED DANA 60/70 KINGPIN INNER "C"
FORGED "SUPER KINGPIN" INNER "C"

Reid Racing's Dana 60/70 Inner "C"s (part # **D60005**) are based on the Dana 70 forging and are machined to be a direct replacement for the kingpin Dana 60 knuckles used on GM, Ford, and Dodge front axles and for custom heavy-duty axles.

Reid Racing's "Super Kingpin" Inner "C"s (part # **SKP5**) are an upsized version of the kingpin "C"s designed specifically for use with our larger "Super Kingpin" knuckles. They use standard GM, Ford, and Dodge kingpin components but with a larger spread that allows fitment of 1480, 1550, and Rockwell U-joints and CV joints.

Forged and heat-treated for maximum strength, we pre-machine the "C"s for several popular tube sizes (3.0, 3.125, 3.5, 3.75, and 4.0 inches) but they are easily fixtured if you wish to modify them for custom bore sizes.

INSTALLATION

Reid Racing Inner "C"s are machined 0.0025" undersized for a proper press fit — more or less than this is not better! It is **absolutely critical** for maximum strength and easy installation that the axle tubes are **clean and round** before installation — turning the axle tubes in a lathe is recommended. Measure the tube diameter with calipers to ensure that there are **no high spots** from tube ovality, variance in diameter, or inadequate removal of the old welds left over from the original inner "C"s.

Heat the Reid Racing Inner "C"s in an oven or gas-fired BBQ to 400°F for at least an hour to allow the "C" to "heat soak" — this will expand the center bore by 0.007" for an easy fit over the axle tube with a few thousandths of free play. Do not use a charcoal BBQ because this puts carbon into the steel which makes the surface hard and brittle. As the "C" cools, it will contract and shrink itself onto the axle tube, so you will only have a limited amount of time in which to measure and set the proper caster angle. If the "C" does not slide over the axle tube while it is heated, **do not force it!** You will need to go back and properly prep the tube.

Once the "C" has contracted onto the tube and while it is still warm, a skilled welder should run a continuous bead with **deep penetration** around the entire diameter of the inner surface of the "C" (the differential side of the "C", not the knuckle side). Do not weld both sides of the "C" — this creates residual stresses in the "C" which could eventually lead to the "C" or welds cracking. **Amperage should be set according to the axle tube wall thickness.** A 110v welder does not supply enough amperage to properly weld these "C's". A MIG welder with thin wire produces deeper penetration than one with thick wire, but for optimal penetration we recommend a stick welder.

WARRANTY

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