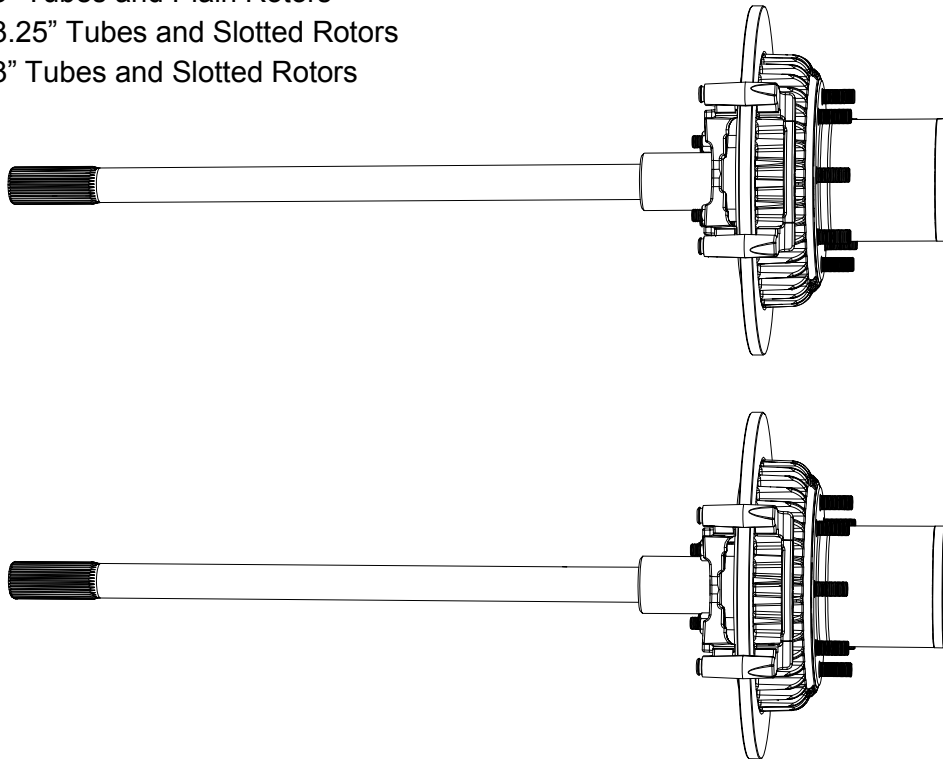




# CRD60 Rear Full Float Conversion

www.teraflex.com

- #3063100 — 3.25" Tubes and Plain Rotors
- #3063200 — 3" Tubes and Plain Rotors
- #3063300 — 3.25" Tubes and Slotted Rotors
- #3063400 — 3" Tubes and Slotted Rotors



## 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.

This kit requires welding. If you have any doubts about your welding ability, a certified welder is always a good option.

This kit requires new wheels with an 8 on 6.5" bolt pattern.

This kit is fully compatible with right hand drive JK's.

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:

- Basic mechanics tool set
- Welder
- One Ton Spindle Nut Socket
- 1/2" drill bit and drill

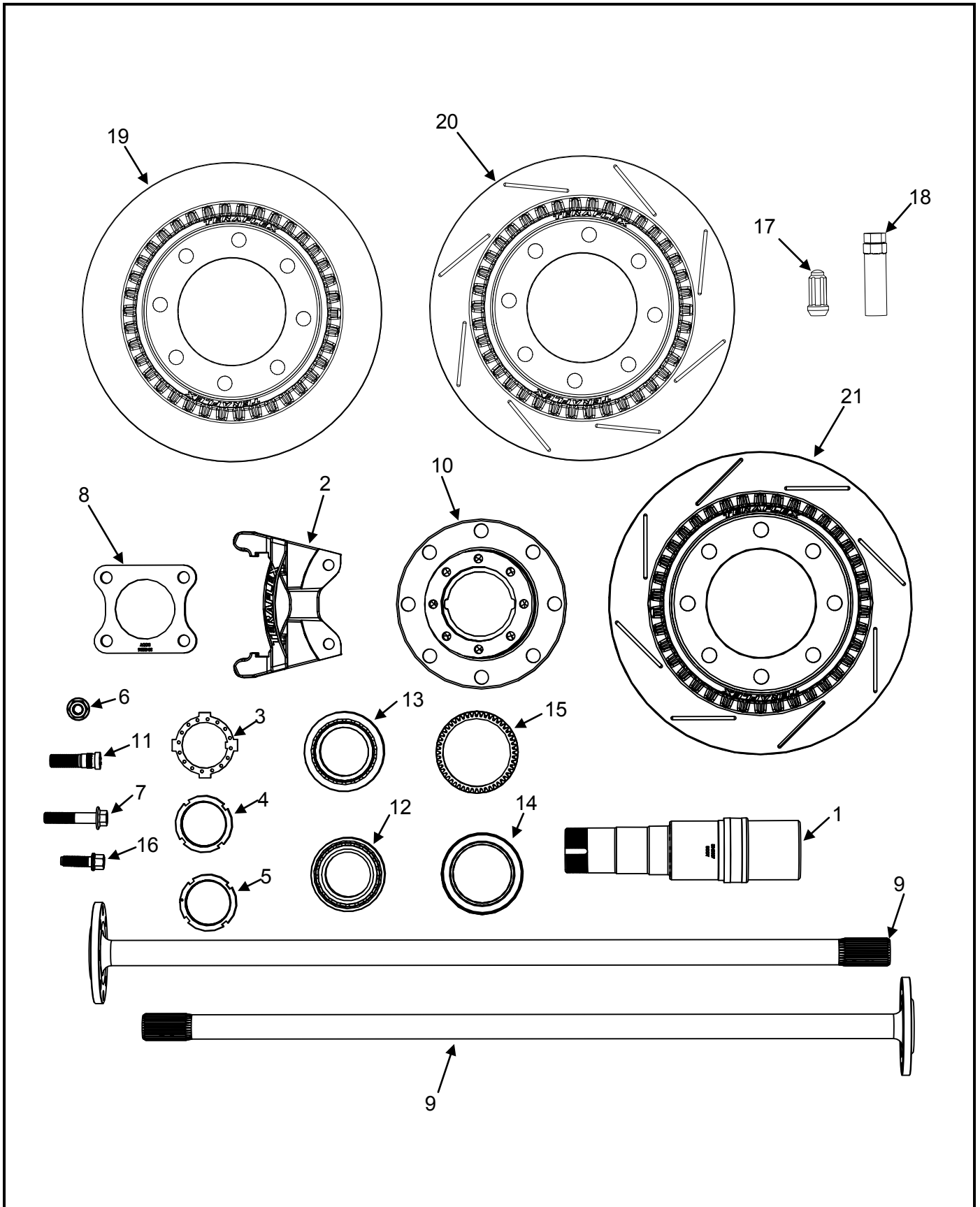
BOM for all kits			
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	3060837	FULL FLOAT REAR AXLE SPINDLE	2
2	304504	REAR ANCHOR BRACKET FOR BIG ROTOR KIT	2
3	8371	WASHER	2
4	8372	OUTER SPINDLE NUT	2
5	8373	INNER SPINDLE NUT	2
6	204	M12-1.75 LOCK NUT	8
7	408	M12-1.75 X 60mm LONG BOLT	8
8	3040836	REAR AXLE SPINDLE FLANGE RETAINER	2
9	999238	FULL FLOAT 35 SPLINE AXLE SHAFT	2
10	3000866	REAR HUB WITH 8 X 6.5" BOLT PATTERN	2
11	6120218	9/16"-18 X 2" LONG WHEEL STUD	16
12	2000005	HUB SEAL	2
13	601449	INNER BEARING CUP AND CONE	2
14	601455	OUTER BEARING CUP AND CONE	2
15	204450	52 TEETH REAR TONE RING	2
16	1124	7/16"-14 X 1.375 BOLT	16
17	125541	9/16"-18 SPLINED LUG NUT	16
18	125542	9/16" LUG NUT ADAPTER KEY	1

## BOM for kit 3063100 and 3063200

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
19	4304408	JK REAR PLAIN BIG BRAKE ROTOR 8 ON 6.5"	2

## BOM for kit 3063300 and 3063400

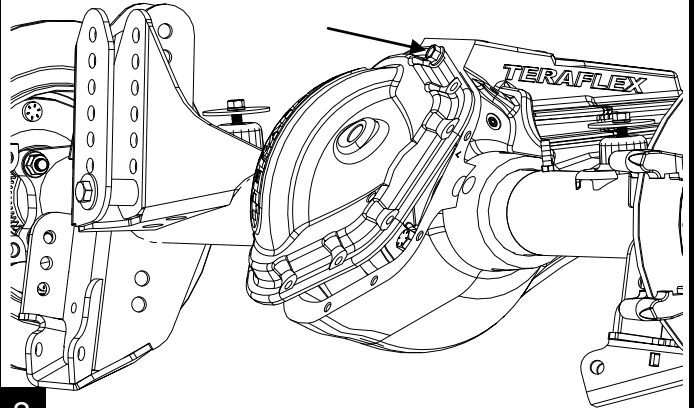
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
20	4304413	JK REAR SLOTTED BIG BRAKE ROTOR 8 ON 6.5" (RHS)	1
21	4304414	JK REAR SLOTTED BIG BRAKE ROTOR 8 ON 6.5" (LHS)	1



Refer to the factory service manual for lift locations. Raise and support the vehicle. Remove the tires and wheels and support the axle with a jack or jack stands.

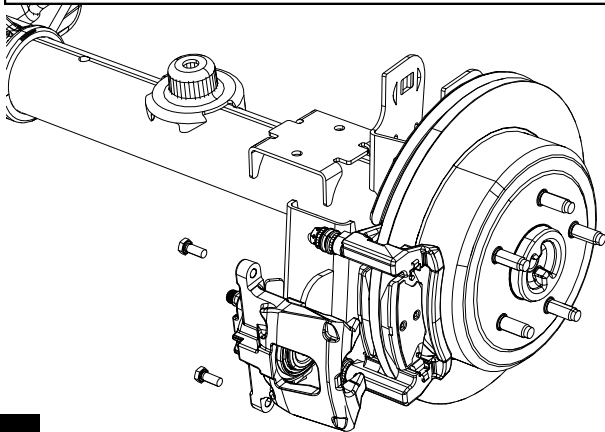
1

Drain the rear differential. Remember to leave one bolt partially threaded in to prevent diff cover from falling .



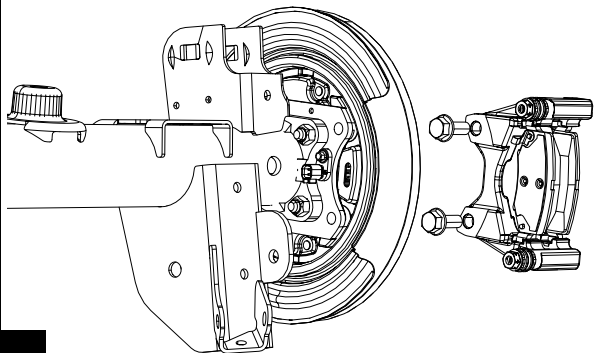
2

Remove the rear calipers with a 13mm. While holding the slide nut with a 15mm.



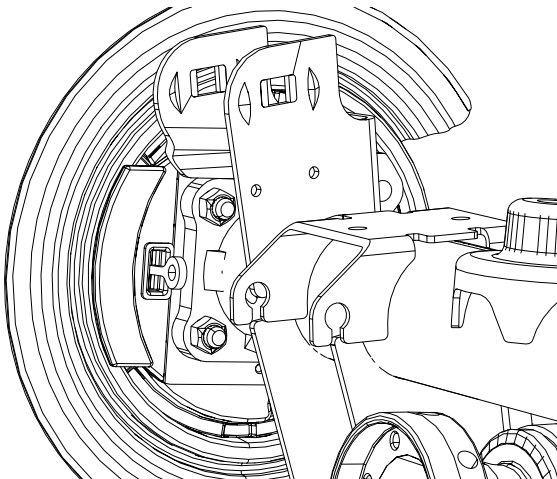
3

Remove the rear caliper anchor brackets with an 18mm. Remove the rotor.



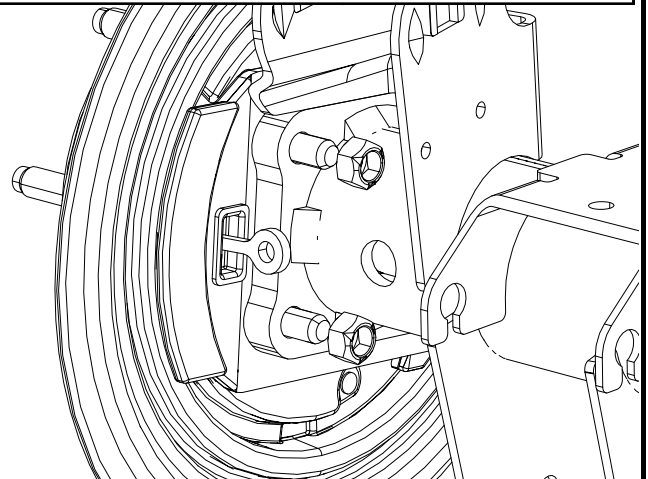
4

Disconnect the emergency brake cable from the linkage.



5

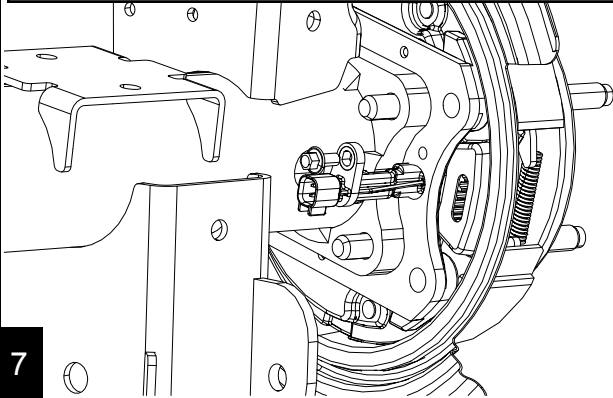
Remove the four retainer nuts from the rear of the backing plate with an 18mm.



6

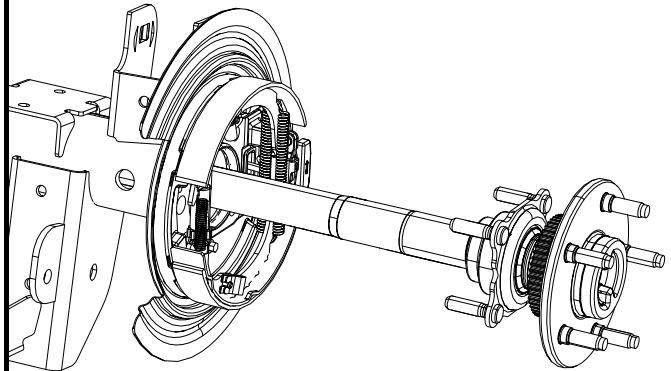
Using an 8mm, remove the wheel speed sensor from the backing plate.

**Note: This harness connector is broken easily. To avoid breakage, remove the sensor without unplugging it.**



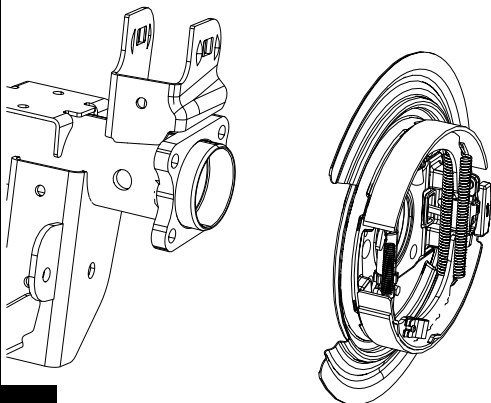
7

Pull the old axle shaft from the housing. *Hint: Install rotor backwards loosely thread on lug nuts and use the rotor as a slide hammer to remove axle shaft*



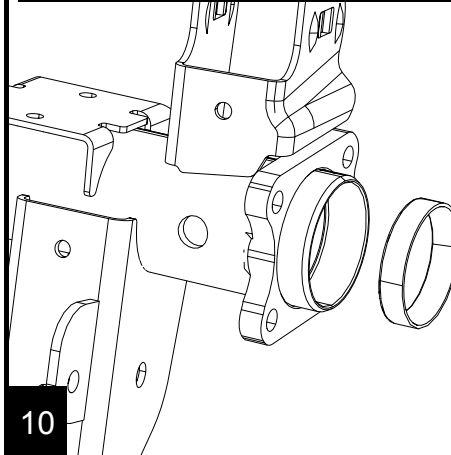
8

Remove the brake backing plate assembly from the housing.



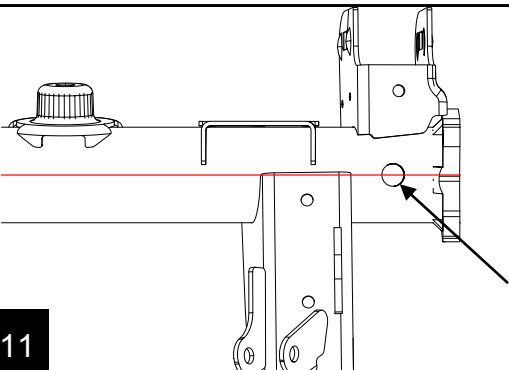
9

Remove the bearing race from the housing. Prior to drilling, pack the axle tube with shop towels beyond where you will be drilling to keep the shavings confined to the outer ends of the tube.



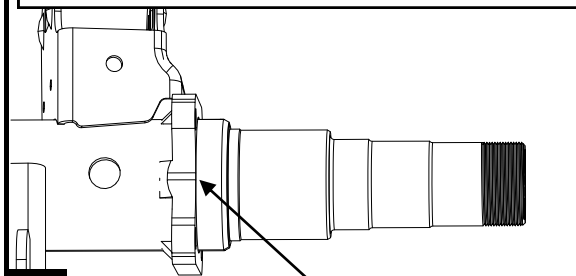
10

Drill a 1/2" hole on both sides of the axle tube, about 1 inch from the flange along the centerline of the axle. Be sure to clean the axle tube of any shavings to prevent gear and bearing damage. Deburr the edges of the drilled holes for easier spindle installation. If possible, gently heat the inside of the tube before installation.



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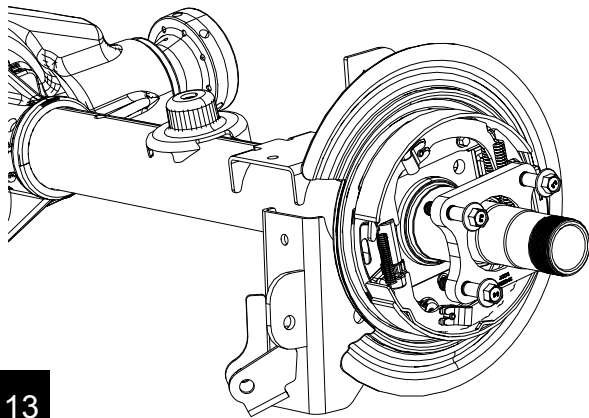
Using a soft face dead blow hammer tap the new spindle into the axle housing until the step seats into the bearing pocket of the housing. If a dead blow hammer is unavailable, use a block of wood to protect the end of the spindle and threads from damage. Spread a bead of silicone around the joint where the spindle meets the bearing pocket.



12

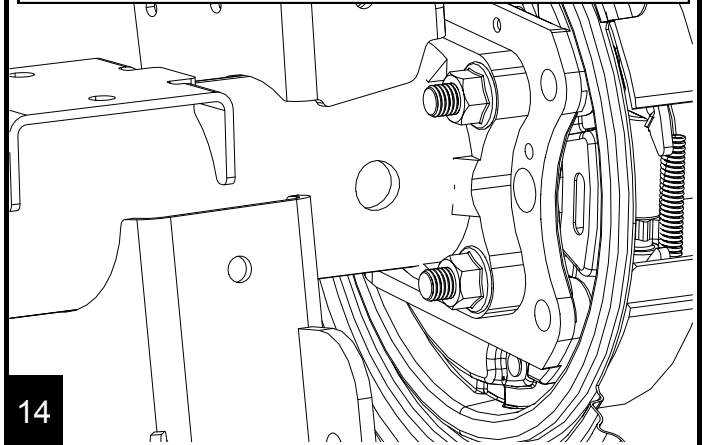
SPREAD SILICONE HERE

Reinstall the brake backing plate and spindle retainer with the new, longer, M12 hardware. Torque to 45 ft-lbs (61 Nm). Note the orientation of the retainer.



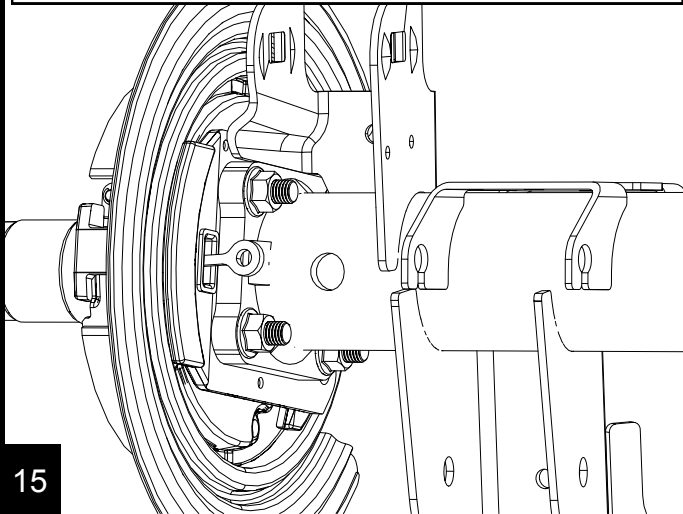
13

With the spindle fully seated and tightened in with the retainer, make a plug weld in each of the 1/2" holes drilled in the axle housing.



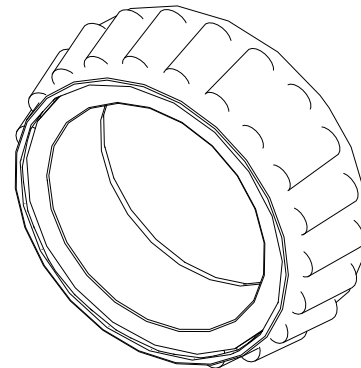
14

Reattach the emergency brake cable.



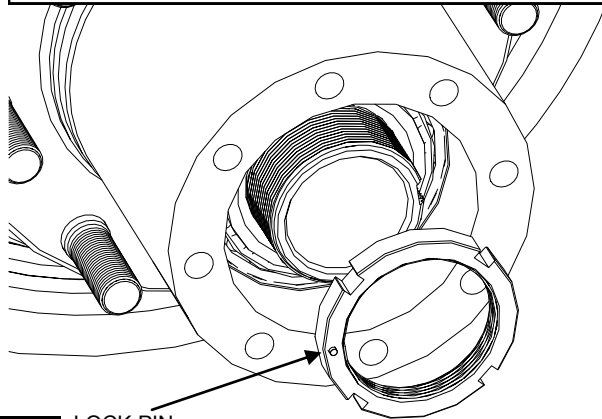
15

It is important to pack each of the bearings with plenty of wheel bearing grease. Also coat the races, spindle, inner surfaces of the hub and seals with grease



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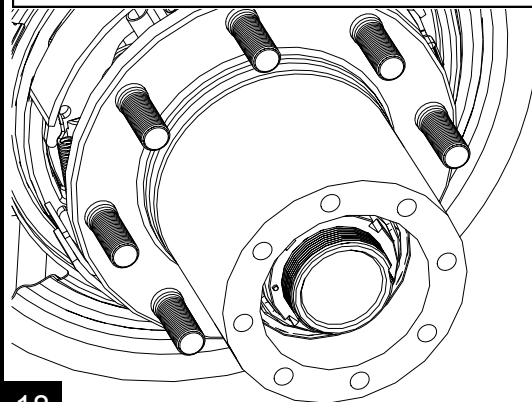
Slide the hub over the spindle and install the outer bearing. Install the inner lock nut with the pin facing out.



17

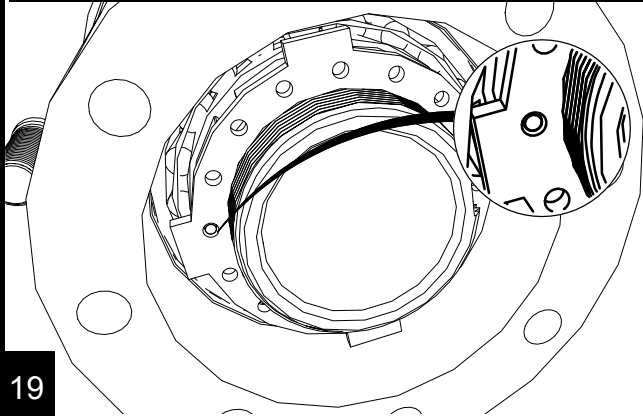
LOCK PIN

While turning the hub, torque the inner lock nut to 50 ft-lbs (68 Nm) to seat the bearing, then back the nut off 90°. **Tighten** as necessary to achieve pin alignment to the lock washer.



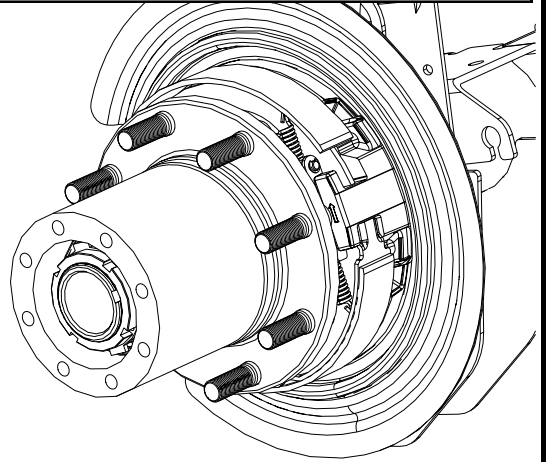
18

Install the lock washer. Note: the hole pattern of the lock washer is offset with the keyway to provide half-position settings. By flipping the washer over, finer preload settings can be achieved.



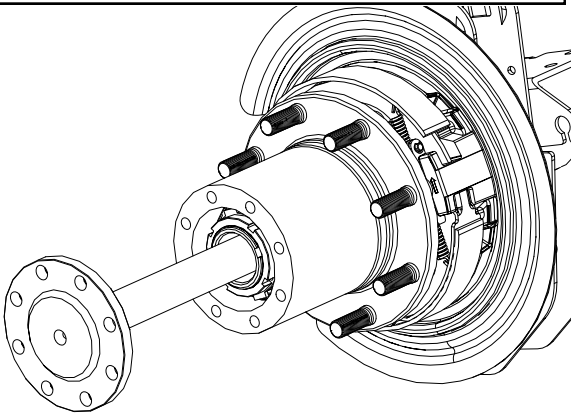
19

Install the outer lock nut. Torque to 160-205 ft-lbs (217-278 Nm)



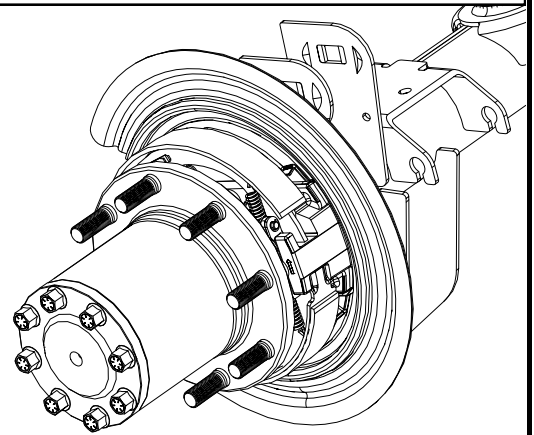
20

Apply a bead of silicone to the face of the hub to create a seal around the axle flange. Slide the new full float axle shaft into the housing.



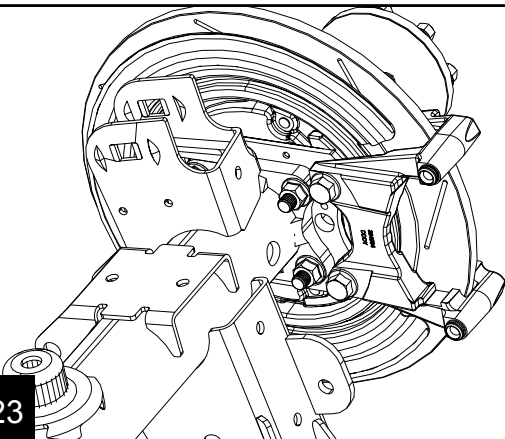
21

Install the eight, 7/16" axle shaft bolts into the hub. Torque in a criss-cross pattern to 95 ft-lbs (129 Nm).



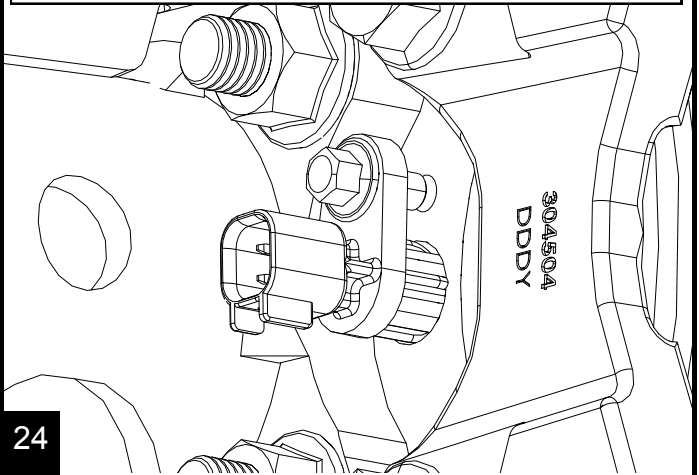
22

Use blue thread locking compound and install the new brake rotor and anchor bracket. Torque adapter bolts to 55 ft-lbs (75 Nm).



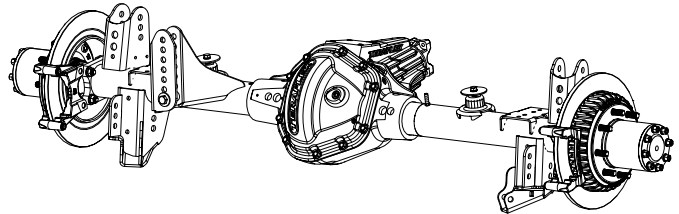
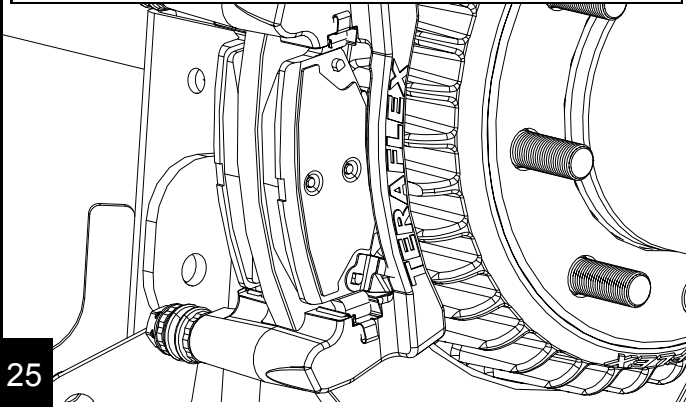
23

Reinstall the wheel speed sensor. Torque the sensor bolt to 106-124 inch-lbs (12-14 Nm)



24

Apply brake grease to the metal surfaces of the pads in contact with the caliper and caliper mounting bracket. Reinstall the brake pads and caliper. Torque caliper bolts to 26 ft-lbs (35 Nm). Repeat process for other side.

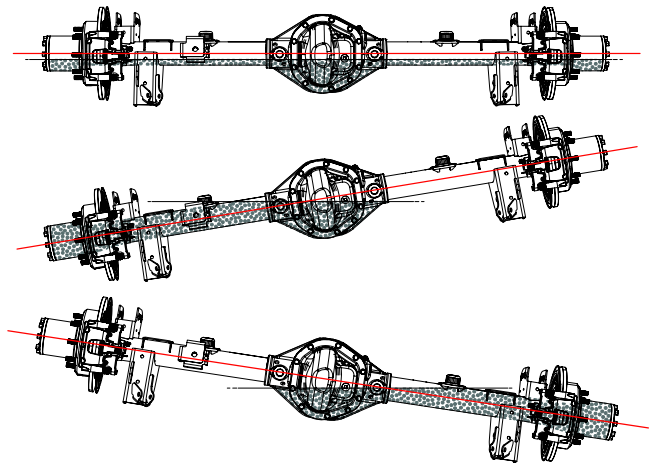


With both sides of the axle complete, install the tires using the new provided lug nuts, torquing the lug nuts to 135 ft-lbs (180 Nm). Remove supports and lower to the ground.

Clean the diff cover and housing from any silicone/oil. Apply a fresh bead of silicone and install the diff cover. Fill the center section with fluid. Using a floor jack, raise one side of the axle at least 6 inches. Wait one minute. Level the axle, top off the center section and repeat for the other side. Wait one minute. Level the axle and top off the center section again.

This procedure ensures the wheel bearings will always be oiled, and ensure there will be enough oil in the differential.

Re-torque the lug nuts after 100 miles of driving.



NOTE: THE ABOVE AXLE IS A DANA 44. THE IMAGE IS USED FOR DEMONSTRATION PURPOSES ONLY.

27

28

After an off-road excursion involving water crossings or heavy mudding, it is always good practice to check the differentials and hubs for water/mud contamination. Service as required.



## 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.

### TERAFLEX PRODUCT WARRANTY:

TeraFlex Inc. warrants TeraFlex Suspension products to the original retail purchaser to be free of defects in material and workmanship for as long as the original purchaser owns the vehicle on which products were originally installed.

Failure to complete regular maintenance (grease every 3000 miles) on TeraFlex FlexArms will void this warranty. All other conditions of the standard TeraFlex product warranty apply.

All TeraLow products are covered by the TeraFlex two (2) year warranty to be free of defects in material and workmanship for two years from date purchased.

TeraFlex axles are covered by a 12-month warranty to be free of defects in materials and workmanship.

This warranty does not cover or include product finish, improperly installed or applied products, improperly maintained products, products or components used for racing or competition or damage due to abuse or neglect, products that fail due to the use of larger tire and wheel combinations.

All returns must be accompanied by an original invoice. It is the customer's responsibility to remove the product from the vehicle. Shipping charges are the responsibility of the customer. TeraFlex Inc. will pay the return freight if the product meets the terms of warranty.

This warranty is for the replacement or repair of defective TeraFlex products only and does not include freight charges, labor charges for removal of or installation of TeraFlex or related products or components, costs incurred due to down time of the vehicle, or lost profits due to vehicle down time.

A returned goods authorization number (RGA#) must accompany any returned products. For more information please contact a TeraFlex customer service representative.

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