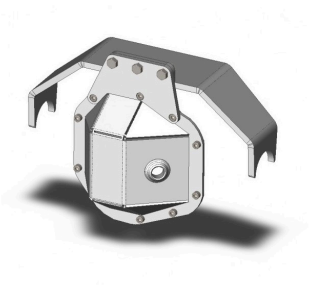
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Rear Truss System Install Instructions

Dana 35, Dana 44, Dana 60, Dana 70, Ford 8.8" & Sterling 10.25"/10.5" rear trusses



Your truss ties the axle tubes to a UCF heavy-duty diff cover. It stiffens the housing, helps keep the tubes from bending or spinning in the center section, and gives you a flat platform for your link tabs.

Included: the truss body, formed from 1/2" steel plate; a UCF heavy-duty diff cover and its hardware; a cover tab; a truss tab; and (3) 1/2" grade 5 bolts and (3) lock nuts. It ships unassembled and bare.

You'll need: a welder, a grinder with a flap disc, a torch for preheating, ultra gray RTV, gear oil, and your link tabs.

Off-road use only. You're responsible for confirming the truss fits your vehicle. Tack everything together and check the fit before you do any final welding. Welded parts can't be returned.

Diff cover: install the cover by the UCF Differential Cover Install Instructions (on the Attachments tab). Seal it with RTV, not a gasket.

Heat: preheat the axle and the truss slightly for better penetration. Move around as you weld so no one area gets too hot and warps.

Axle in or out: it's easiest with the axle out of the vehicle. You can also do it with the axle installed if the chassis is on jack stands and the axle hangs down with plenty of clearance.

Before you begin

Park on level ground, set the parking brake, and put an automatic transmission in Park or a manual transmission in gear. Support the vehicle safely on jack stands. Read these instructions all the way through before you start, and call us with any questions. Under Cover Fabworks assumes no liability for accidents from the use (proper or improper) of these instructions.

Installation

1. **Weld the cover tab to the cover.** Set the tab on the cover's top three bolt holes; its holes are clearance holes for the cover bolts. Flip it to see which way fits best, then grind that side with a flap disc so it sits flat on the cover flange, centered on the holes. Weld it front and back.
2. **Grind off the paint** down to bare metal everywhere the truss touches the axle tubes.
3. **Install the cover** with the welded-on tab. Bolt it on snug for now; you'll seal it with RTV after welding.
4. **Set the truss on the axle tubes.** Bolt the truss tab to the back of the cover tab, on the axle side, with the (3) bolts and lock nuts, and set it against the truss.
5. **Tack it together.** Tack the truss tab to the truss, then tack the truss to the axle tubes.
6. **Check clearance** before any final welding. Cycle the suspension through full travel and check the exhaust, oil pan, gas tank, driveshaft, track bar and links. Trim or adjust anything that hits now.
7. **Remove the cover:** unbolt the truss tab from the cover tab and take the cover off. Cover the open housing to keep spatter and grinding dust out.
8. **Final weld.** Preheat slightly, then weld the truss to the axle tubes and the truss tab to the truss. Weld a little at a time and move from side to side so nothing warps. Let it cool slowly.
9. **Install the cover for good.** Clean out the housing, then install the cover with ultra gray RTV by the Differential Cover Install Instructions, tightening the cover bolts to factory specifications. Bolt the truss tab to the cover tab with the (3) bolts and lock nuts, tightened to 55 ft-lb. Fill the axle with gear oil.
10. **Finish up.** Weld your link tabs to the platform, then paint all bare metal.

That's it. Thanks for choosing Under Cover Fabworks. Call or email us with any questions.