

HIGH STEER GM 10-BOLT STEERING KNUCKLE

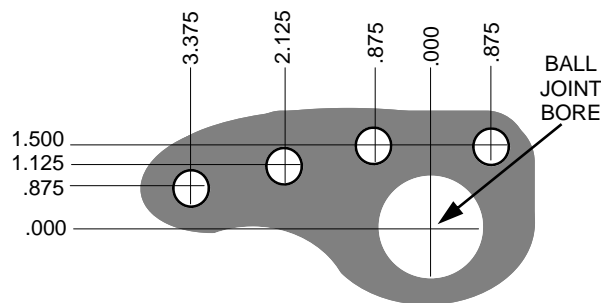
Reid Racing's high-steer Chevy "10-Bolt" stock-replacement knuckle is designed with both a cast-in steering arm and a machined flat-top to be used in crossover-style and full high-steer applications using aftermarket bolt-on steering arms. The knuckle is machined with the Chevy/Jeep spindle bolt pattern and will accept "outers" from all open-knuckle Full-Size Jeep and Chevy Dana 44 & 10-Bolt solid axles from 1978 to 1991. The steering arm is tapered so that the tie rod installs from below just like the stock 10-Bolt knuckles. The spindle bore is machined to fit the CTM u-joint without requiring the removal of the knuckle to install the axle shaft.

INSTALLATION

Remove the original knuckle from the vehicle. The original spindle studs can be removed by striking them with a soft faced hammer. New spindle studs are available from Reid Racing (part # D44101K) if needed. Clean and inspect all the original parts, replacing any damaged or worn components. Using a hammer and punch, tap in 6 spindle studs from the back side of the knuckle until fully seated. Install the ball joints, then the knuckle on the vehicle according to a factory service manual making sure to torque all fasteners to the original specs.

4th BOLT HOLE / HIGH STEER

The "flat top" of the Reid Racing 10-Bolt knuckle has been raised 3/8" taller than the factory Chevy top. This helps raise the steering arms to aid in tie rod to leaf spring clearance. A 4th bolt hole has also been added to the top of the Reid Racing knuckle to increase the strength of the high steer arm attachment. Use the drawing below to determine the location of the 4th hole on your steering arms and drill a 9/16" diameter hole. Mount the arms using blue Loctite on the studs and torque them to 100 ft. lbs. Re-torque after the first outing.



NOTE: If you do not want to modify 3 hole steering arms, simply do not use this bolt hole.

STEERING STOPS

The steering stops on Reid Racing knuckles are "cast in" to prevent the common bending of the stock style adjustable bolts. The stops are intentionally cast long so adjustments can be made by grinding the tips of the stops to fit. After the knuckles are installed and the toe in is set, cycle the steering back and forth grinding small amounts of the stop until the desired degree of steering is set. Make sure to check for u-joint binding and yoke to yoke interference at full lock in both directions; if binding or contact occurs, axle breakage will happen. If a stock style adjustable steering stop is desired, the cast in stop can be cut off at the knuckle then drilled and tapped for a 3/8" bolt.

WARRANTY

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