



**STOCK STYLE "10-BOLT" STEERING KNUCKLE**

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Reid Racing's stock style Chevy "10-Bolt" knuckle is designed to be a direct heavy duty replacement for a passenger side Chevy "10-Bolt" knuckle. OEM 10-bolt axles varied over the years but the minor differences will not affect the general compatibility. These knuckles will also fit on early (pre 1987) Jeep Dana 30 and 44 axles with minor steering modification; 1978 to 1986 CJ front ends may need an aftermarket caliper mounting bracket. The knuckles will also fit on Ford or Scout Dana 44 axles, but Chevy or Jeep "outers" will need to be used.

This stock style knuckle is only available as a right (passenger) side and is designed to be used with a stock Chevy knuckle on the left side. If both knuckles need to be replaced use Reid Racing p/n C10001R and C10001L extreme duty knuckles. The C10001R and C10001L knuckles are left & right sides that have had the steering arm pad raised by 3/8" for better tie rod to leaf spring clearance, and have a 4th bolt hole for stronger steering arm attachment.

**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.

**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 knuckle is 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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