

# INSTALLATION INSTRUCTIONS



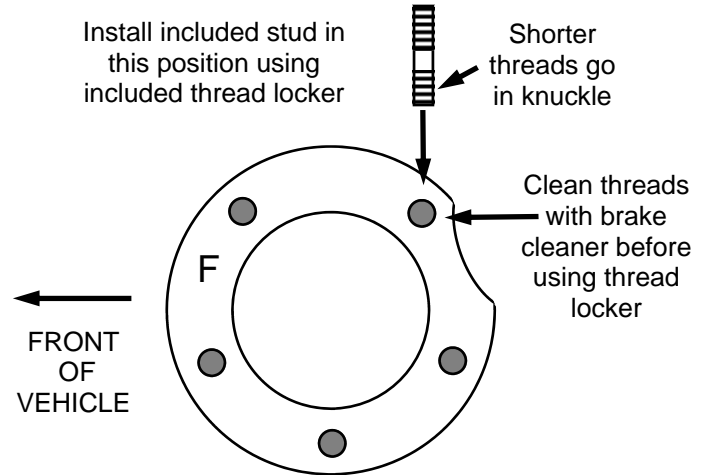
MODEL NUMBERS  
**D44001FL**  
**D44001FR**

## HEAVY DUTY DANA 44 STEERING KNUCKLE

Reid Racing's high strength Dana 44 knuckles are designed to be a direct replacement for early Bronco disc brake Dana 44 knuckles. They will also fit other Ford 44 axles, but the steering arms may be slightly different. Both 1/2 and 3/4 ton Ford brakes will fit Reid Racing knuckles.

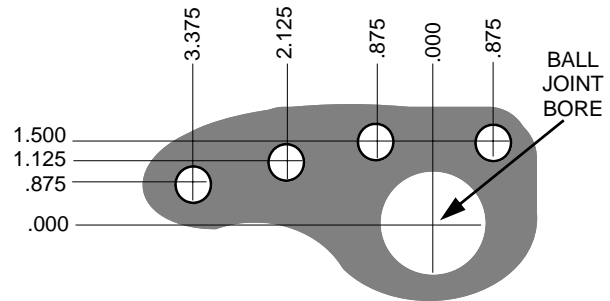
### INSTALLATION

Remove the original knuckles 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 # D44102K) if needed. Install the included stud in the threaded spindle bolt hole using the supplied thread locker. There is a locknut also included for the stud. Using a hammer and punch, tap in the remaining 4 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 44 knuckle has been raised 3/8" taller than a factory flat top. This raises the steering arms for better clearance. A 4th bolt hole has also been added to the top of the Reid Racing knuckle for use in high steer applications. Adding the 4th stud or bolt to your high steer arms will increase the strength of your steering. Use the drawing to determine the location of the 4th hole on your steering arms and drill a 9/16" diameter hole. Mount the arms on the studs and torque them to 100 ft. lbs. Re-torque after the first outing. If you do not use high steer or 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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