

**HEAVY DUTY DANA 44 STEERING KNUCKLE**

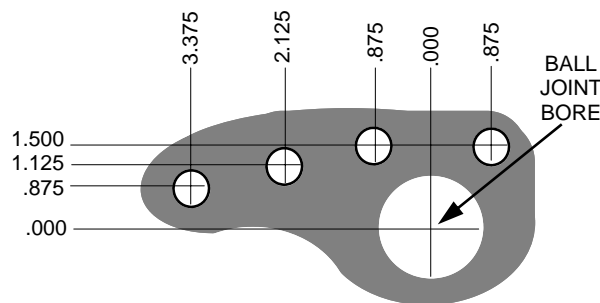
Reid Racing's high strength Scout Dana 44 knuckles are based on the "flat top" Chevy Dana 44 knuckle but are drilled to accept the 8 bolt Scout spindle. The steering arms are not the same as stock Scout arms and steering modifications are needed if used in a factory application. The knuckles will also fit on Ford, Chevy or Jeep axles but Scout "outers" will need to be used. "Outers" include spindles, hubs, bearings, rotors, calipers, caliper mounting brackets, and outer axle (stub) shafts.

**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 # D44105K) if needed. Clean and inspect all the original parts, replacing any damaged or worn components. Using a hammer and punch, tap in 8 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 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 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 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.



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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