

HEAVY DUTY DANA 60 STEERING KNUCKLE

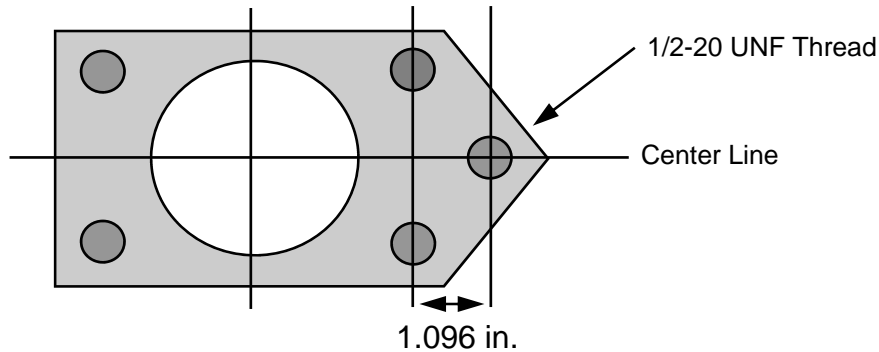
Reid Racing's high strength Dana 60 knuckles are designed to be a direct replacement for Chevy style kingpin knuckles. They will fit on Dodge kingpin axles, but the steering arms are 1.5" lower than the stock Dodge arms. The knuckles will also fit on Ford kingpin axles, but Chevy or Dodge "outers" will 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 # D60101K) 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 knuckle on the vehicle according to a factory service manual making sure to torque all fasteners to the original specs. Before use, completely grease the upper and lower kingpins.

5th BOLT HOLE

A 5th bolt hole has been added to the top of the Reid Racing knuckle for use in high steer applications. Adding the 5th 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 5th hole on your steering arms and drill a 1/2" diameter hole. Mount the arms using blue loctite on the bolts or studs and torque them to 80 ft. lbs. Re-torque after the first outing.



If you do not use high steer or do not want to modify 4 hole steering arms, simply do not use this bolt hole. A short 1/2" 20 bolt can be used to plug the unused hole and to keep it clean and free of debris.
NOTE: Reid Racing now stocks high strength ARP studs for mounting high steer arms. Call for details.

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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