

2005-2012 FORD SUPERDUTY STEERING KNUCKLES

Reid Racing's high-steer Ford SuperDuty (2005-2012 F250, F350) steering knuckles are designed as heavy-duty stock-replacement knuckles that provide additional options for installing aftermarket steering linkage. The primary improvements over the OEM knuckles include a flat-top pad for bolt-on steering arms, dual steering stops, and increased overall strength. The flat-top pad measures 4.5 inches higher than the cast-in steering arm's top surface, and aftermarket steering arms of various heights can accommodate a wide range of suspension lifts. All OEM parts including the unit-bearing, vacuum-operated lockout hub, stub shaft, and brakes are reused.

The cast-in steering arms are tapered the same as the OEM knuckles, so the original steering linkage may be re-installed. If using a single bolt-on high-steer arm on the passenger side with a new drag link, an OEM drag link end may be used to secure the tie rod end to the passenger-side knuckle's hourglass taper after cutting off the unused threaded portion of the drag link end. Aftermarket steering manufacturers also have their own steering solutions available for the Reid Racing knuckles, including full highsteer kits that relocate both the drag link and the tie rod to bolt-on highsteer arms.

Although the Reid Racing knuckles will work on the similar later model year axles, Ford changed the brake calipers and knuckles for 2012.5 and later trucks. To use Reid knuckles on 2012.5+ axles, you must utilize an OEM 2005-2012 driver's side knuckle and brakes. Also note that the 10-lug "Super 60" axle found on some F450 & F550 trucks uses unique outer assemblies on which the OEM and Reid Racing F250 & F350 knuckles will not fit.

INSTALLATION

- Follow the basic steps in a factory instruction manual for disassembly and reassembly of the front axle. Clean and inspect all the original parts, replacing any damaged or worn components.
- Check clearance between the tie rod damper and the differential cover and adjust the bracket if necessary.
- Carefully route the ABS/Traction Control speed sensor wire between the brake backing plate and the high-steer arm to ensure it does not get pinched or abraded. Re-use the original clamp bolt from the original knuckle to secure the wire's molded rubber mount to the new location on the new knuckle.
- Install the rubber vacuum line to the port in its new location at the front of the steering knuckle and check that it does not stretch or pinch as the steering cycles full-left and full-right.
- Check the length of the steering stops; grind them shorter if necessary.
- A raised track bar bracket is recommended to minimize bump steer when utilizing a high-steer arm. Consult your high-steer arm manufacturer for recommendations.
- Five high-steer stud holes are tapped with 1/2"-20 fine threads for ARP Dana 60 studs (kit part # **D60117K**).
- Torque all fasteners according to the original specifications as per a factory service manual. Retorque after 200 miles and/or the first off-road trip.

WARNING

THE REID RACING, INC. SUPERDUTY STEERING KNUCKLES USE STANDARD SUPERDUTY SIZE TIE ROD ENDS FOR THE DRAG LINK AND TIE ROD. IT IS ABSOLUTELY CRITICAL ON REID RACING KNUCKLES THAT ALL TIE ROD ENDS ARE THE CORRECT SIZE. IMPROPER SEATING OF THE TIE ROD AND DRAG LINK ENDS INTO THE KNUCKLES' STEERING ARMS OR INSUFFICIENT TORQUE ON THE CASTLE NUTS CAN ALLOW THE TIE ROD END TO BECOME LOOSE, RESULTING IN SLOPPY STEERING OR, IF LEFT UNCORRECTED LONG ENOUGH, POSSIBLE LOSS OF STEERING.

WARRANTY

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