

Reid Racing's Jeep JL & JT (2018-present) knuckles are designed as heavy duty stock replacement knuckles. Primary improvements include high strength ductile iron material, cast in steering stops, increased overall strength, optional flipped drag link(-F option) and provisions for right hand drive vehicles. Installation is simplified by allowing the OEM unit bearings, brakes, U-joints, and stub shafts to be reused. Aftermarket upgrade parts such as axle shafts and steering linkage that work with the stock knuckles should in most cases be fully compatible with the Reid Racing knuckles. The flipped drag link option reverses the drag link taper so that the drag link attaches on top of the drag link arm. This option requires a "flipped" drag link, available from many 4x4 parts companies. **NOTE: THE FLIPPED DRAG LINK OPTION DOES NOT FIT OEM JEEP SUSPENSIONS DUE TO CLEARANCE ISSUES. AFTERMARKET SUSPENSION KITS DESIGNED FOR A FLIPPED DRAG LINK MUST BE USED FOR FLIPPED DRAG LINK INSTALLATIONS.**

## 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 the clearance at the tie rod and drag link behind each wheel; most interferences will occur at full steering lock. Most aftermarket wheels with a backspacing of 5 inches or less will clear any tie rod/drag link combination. OEM 17/18 inch wheels will clear some tie rod/drag link combos and not others. If clearance is an issue, wheel spacers should solve the clearance problem.
- Check clearance between the tie rod/steering damper and the differential cover.
- Check that the end of the drag link stud clears the top of the tie rod with at least 1/8 inch of clearance when using a flipped drag link.
- 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.

**THE REID RACING, INC. JL STEERING KNUCKLES USE STANDARD JEEP JL/JT SIZE TIE ROD ENDS FOR THE DRAG LINK AND TIE ROD. IT IS ABSOLUTELY CRITICAL ON REID RACING KNUCKLES THAT ALL TIE ROD ENDS (PARTICULARLY ON THE DRAG LINK) ARE THE CORRECT SIZE. THE STUD NUT MUST BOTTOM OUT ON THE STEERING ARM AND NOT ON THE THREADS SO THAT THE STUD IS WEDGED SECURELY INTO THE STEERING ARM WHEN THE NUT IS TIGHTENED. USING A TIE ROD END OF THE WRONG SIZE IS LIKELY TO RESULT IN IMPROPER SEATING OF THE TIE ROD END INTO THE KNUCKLE STEERING ARM OR A COTTER PIN THAT DOES NOT SECURE THE CASTLE NUT. EITHER INSTANCE WILL ALLOW THE TIE ROD END STUD TO BECOME LOOSE, RESULTING IN SLOPPY STEERING OR, IF LEFT UNCORRECTED LONG ENOUGH, POSSIBLE LOSS OF STEERING.**

## 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. If you are going to grind the steering stops to increase steering angle, set the toe-in first because the toe-in setting changes the stop settings. 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 the OEM M10x1.5 bolt.

## WARRANTY

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