

This ball joint will provide up to $\pm 2.5^\circ$ of camber and/or caster change.

CAUTION! Due to strength concerns with the OE upper control arm, this product should not be used on trucks with tires taller than 33" unless equipped with a "tall knuckle" style lift. DO NOT use on trucks with kits that lower the upper control arm, as the additional stresses due to high operating angles and larger tires could result in damage the OE arm.

Check out how to install this part at: <http://www.spc-tv.com>

Scan with your Smart Phone QR Reader App for videos and more information



This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

Plan Ahead - Read All Instructions BEFORE installing part

Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Raise and support vehicle under front lower control arms.
2. Remove tire and wheel assembly.
3. Remove nut and break taper on upper ball joint to knuckle using SPC 8370 or equivalent. Remove stud and support knuckle to prevent damage to axle shafts and brake lines.
4. Using SPC 72509 ball joint press or equivalent, press the OE upper ball joint out of the control arm.
5. Press indexing plate into control arm from the top side as shown in Figure 1.

Note: To set ball joint for correct amount of positive or

negative camber and/or caster change, press in indexing plate with either a HEX POINT or FLAT towards tire. Ball joint can now be installed in twelve different positions depending on desired caster and camber change. Refer to illustrations below for combinations of camber and caster change.

6. Install ball joint housing up through indexing plate from underside of control arm. Orient ball joint using chart below to get desired camber/caster change.
7. Install washer and low profile nut to top of ball joint, making sure stepped portion of nut fits into washer.
8. Torque top nut to 175 lb-ft [237 Nm].
9. Install ball joint stud into knuckle and torque castle nut to 45 lb-ft [61 Nm], tighten more as

necessary to install cotter pin.

CAUTION: Rerouting of ABS wiring may be necessary with ball joint clocked in certain positions. Check to make sure ABS wire does not have tension when wheels are turned either direction. Moving plastic clip at knuckle from the forward slot to rearward slot in mounting tab works well.

10. Grease ball joint with an NLGi #2, Grade LB with 3%-5% Molybdenum Disulfide grease. 5 to 10 pumps of grease is sufficient at each lubrication.
11. Check alignment readings and use OE upper control arm adjustment to fine tune alignment settings.

Always check for proper clearance between suspension components and other components of vehicle.

Maintenance:

Lubrication Interval - SPC recommends adding 5 to 10 pumps of grease to ball joint at each oil change, or after operating vehicle in wet or dusty conditions.

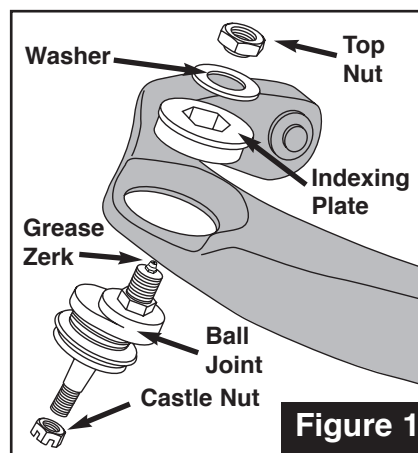
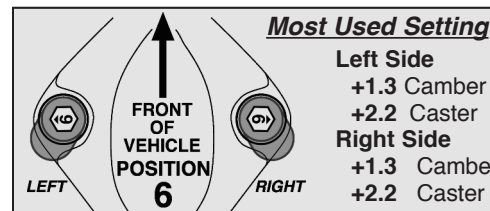
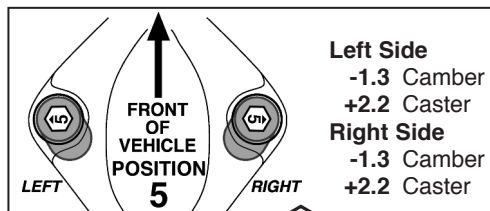
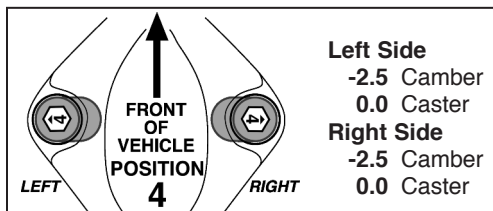
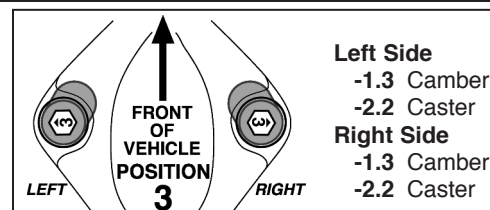
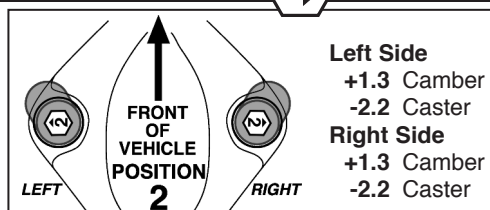
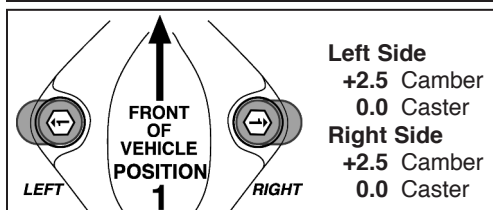
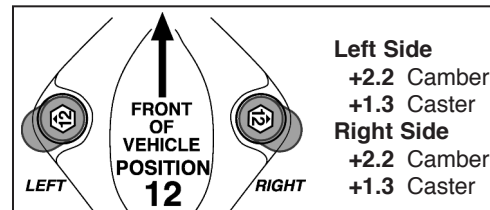
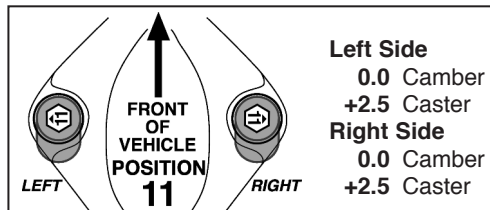
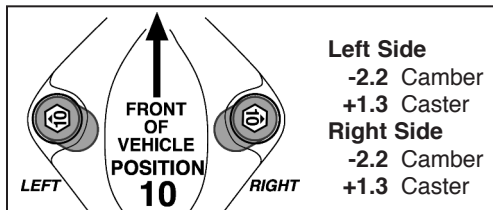
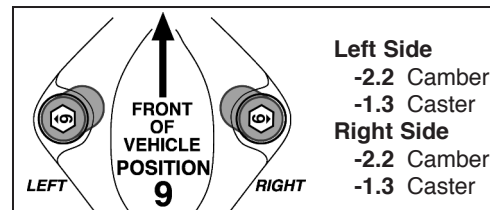
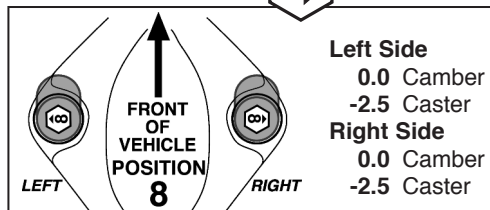
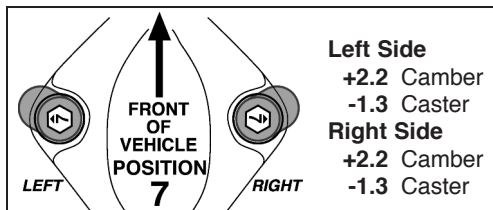


Figure 1

Position 1 through 6 - Top Plate POINT side towards tire



Position 7 through 12 - Top Plate FLAT side towards tire



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