



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.



Figure 1

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.

NOTE: It is not necessary to remove the ball joint from the arm to perform this procedure. Removing the ball joint will require having the vehicle re-aligned.

1. Lift front of vehicle by frame or lower control arm and support securely.
2. Remove front wheel and tire assembly.
3. Remove cotter pin and nut holding upper ball joint stud to knuckle.
4. Separate ball joint from knuckle using suitable tool such as SPC #37990 or #37985.

NOTE: Use of a "pickle fork" on ball joints which will be re-used is not recommended.

5. Remove boot from ball joint by removing retaining ring and sliding boot off, see Figures 1 and 2. Discard boot and retaining ring.

6. Clean all old grease visible from ball stud with a clean rag, see Figure 3.



WARNING: Do NOT use any chemicals to aid in cleaning, as this may damage the internal components of the ball joint.



Figure 2

7. Once old grease has been thoroughly removed, apply a liberal amount of grease around ball stud, see Figure 4.

8. Before installing new boot, apply a liberal amount of grease to bottom most fold of boot, see Figure 5.

9. Install boot onto ball joint housing, ensuring boot is fully seated in ball joint housing groove. Install supplied retaining ring over boot by working ring carefully over boot in a spiral motion. Use a small flat head screwdriver to aid in this operation, taking care not to puncture boot or over-deform retaining ring. Ensure retaining ring is fully seated in its respective groove, see Figure 6.

10. Clean any excess grease from threads, stud taper, knuckle, and cotter pin holes. Reinstall ball joint stud into knuckle using original castle nut and tighten nut to 45 lb-ft [61Nm]. Only tighten further until cotter pin can be installed. Install provided cotter pin.

11. If ball joint is equipped with a grease zerk, add 5-10 pumps of additional grease through zerk. If



Figure 5

ball joint has a set screw installed in top of housing, use a 1/8" allen key and remove. Install provided grease zerk and add additional grease as described above. If no zerk or set screw is present, disregard this step.

12. Reinstall wheel and tire assembly. If ball joint was removed from upper control arm to complete this install, a new alignment should be done immediately.

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



Figure 3



Figure 4



Figure 6



WARNING: FAILURE TO GREASE AND MAINTAIN THIS BALL JOINT MAY RESULT IN PREMATURE FAILURE AND VOID WARRANTY.

NOTES ON LUBRICANTS

- If stamped lot number has an "X", see figure 7, it is recommended to use Omni Lubricants Waterproof Green Grease™.
- If no "X" is visible it is recommended to use NLGI #2, Grade LB with 3%-5% Molybdenum Disulfide grease. See FAQ section on website for a list of common greases that fulfill this requirement.
- It is recommended that 5-10 pumps of grease be added to each ball joint at each oil change or after operating vehicle in wet or dusty conditions.

Figure 7



001X



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