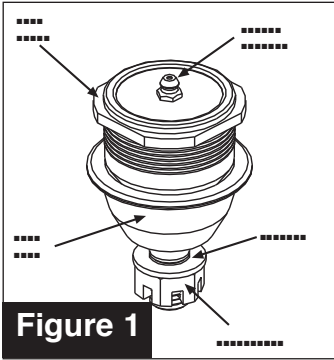




Instruction Sheet THREADED LOWER BALL JOINT - CHRYSLER STYLE

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.

SPC Performance Pro Series 94008 THREADED LOWER BALL JOINT. This ball joint is a Chrysler style screw in ball joint, and can be used in applications that use a Moog K719, or equivalent, ball joint. It can be used in racing, as well as Street Rod applications. This ball joint is typically used in upper ball joint applications, however it is also used as a lower ball joint in conjunction with Street Rod conversions to Mustang II independent front suspension systems. For these applications, the ball joint comes complete with the necessary spacer to adapt it to the Mustang II spindle. This ball joint is a flat top style which accepts the decorative stainless steel end caps used in many Street Rod applications.



NOTE: For ease of installation or removal use our #68880 Ball Joint Socket.

Installation Instructions: Thread the ball joint squarely into the control arm until the shoulder of the ball joint is firmly seated against the arm. **DO NOT** cross thread the ball joint into the control arm. Tighten the ball joint to 125 lb-ft of torque. Slide the dust boot over the stud and onto the housing. Insert the stud into the steering knuckle. Install washer (also install spacer for Mustang II lower ball joint applications) and slotted nut. Torque the nut to the

manufacturers recommended specifications. Verify that the cotter pin hole in the stud is located within the slot in the nut. If the hole is too high or too low, remove or add washer so that after tightening the nut, the hole is located properly. When the proper torque on the nut has been reached, and the nut is at the correct height, locate the cotter pin hole in the stud and then continue to tighten the nut until the first available slot in the nut lines up with the hole in the stud. **NEVER BACK OFF THE NUT TO ALIGN THE COTTER PIN HOLE.** Always continue tightening to the next available slot. Install and spread the cotter pin. Install the grease fitting and grease the unit with a good grade of chassis lubricant.

There is no warranty stated or implied due to the inability to monitor the part's modification, installation, and use, except that Specialty Products Company warrants its products to be free from defects in material and workmanship for 90 days after purchase under normal use. In that case, parts returned must be determined by Specialty Products to be defective and Specialty Products's obligations under that warranty are solely limited to repairing or replacing, at its option, any part proven defective.

Final determination of the suitability of the parts for use contemplated by the buyer is the sole responsibility of the buyer. Specialty Products Company shall not be liable for any special, direct, indirect, incidental, or consequential damages that might be claimed as a result of the failure of any part, including claims for delay, loss of profits or labor. Specialty Products Company shall not be liable for any damage or injury to persons or property resulting from improper installation or misuse of any part subject to this warranty. There are no other warranties expressed or implied extending beyond those set forth above.



Specialty Products Company®

P.O. Box 923 • Longmont, CO 80502 • (303) 772-2103 • Fax: (303) 772-1918
www.specprod.com • www.spcperformance.com • Email: info@specprod.com
Toll Free Technical Hot Line: 1-800-525-6505