



Instruction Sheet
BALL JOINT REBUILD KIT

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.

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

Plan Ahead - Read All Instructions BEFORE installing part.

1. Raise vehicle and support by frame so suspension hangs free. Remove tire and wheel assembly.
2. Use **SPC 72120** to loosen ball joint cap while installed on vehicle.
3. Remove and discard castle nut and cotter pin, then use **SPC 37995** separator or equivalent to remove ball joint taper from knuckle. Take care not to damage ball joint shaft threads, and support knuckle to avoid damaging brake lines and lower ball joint.
4. To preserve alignment settings, remove control arm from vehicle by removing pivot bracket pinch bolts (**Figure 1**).
5. Clean the assembly. Remove clamp leg pinch bolt and retainer, then separate two halves of ball joint housings and remove and discard rubber boot.
6. Remove ball joint cap and disassemble ball joint internals. Note order of internal component stack. Discard ball joint stud, plastic race, washer, and wave spring.
7. Thoroughly clean and inspect ball joint housing and cap, especially threads.
8. Grease inside bearing surface of ball joint housing with NLGI #2, Grade LB with 3%-5% Molybdenum Disulfide grease. Coat new ball stud sphere, inside of new plastic race (filling all grooves), and underside of cap with grease.
9. Load ball joint internals inside housing in same order they were removed (**Figure 2**). Make sure washer is on top of plastic race and wave spring seats in groove underneath cap. Make sure to keep threads and ball stud taper areas clean!

Tech Tip: With enough grease in the groove under the cap, the wave spring will stay put.

10. Use Loctite™ primer SF7471 and blue threadlocker 242 on threads between cap and ball joint housing.
11. Install retainer cap into ball joint housing with spring. Using **SPC 72120**, torque cap to 25 lb-ft(34Nm). Confirm ball joint articulation is smooth with no free play.
12. Install boot into ball joint clamp housing and seat boot onto bottom lip. Confirm inside of clamp housing and mating outside of ball joint housing are clean and dry, then slide housings together until fully seated.
13. Install ball joint housing pinch bolt with retainer in slot to keep ball joint housings together. Do not tighten yet – the housings must be able to articulate during reinstallation to vehicle.
14. Reinstall control arm to vehicle per SPC instructions for your application. Visit SpecProd.com for most up-to-date instructions for your vehicle kit.
15. Install ball joint taper into knuckle and torque castle nut per instructions. Only tighten more if necessary until cotter pin can be installed. For 97008 only, use the hole that allows the castle nut to be tight against the knuckle.
16. When reinstalled to vehicle, make sure no gap exists between ball joint housings, then tighten clamp leg pinch bolt to torque specified in kit instructions.
17. Grease ball joint through zerk fitting on ball joint cap. 5-10 pumps of NLGI #2, Grade LB with 3%-5% Molybdenum Disulfide grease is sufficient at each lubrication.

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

18. Repeat steps 1-17 for opposite side, then lower vehicle, complete alignment and road test vehicle.
19. Re-verify there is no gap between ball joint housing and clamp leg. Re-torque fasteners immediately after test drive and after 50-100 miles.

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

Maintenance:

Lubrication Interval - SPC recommends adding 3 to 6 pumps of grease to ball joint at each oil change, or after operating vehicle in wet or dusty conditions.

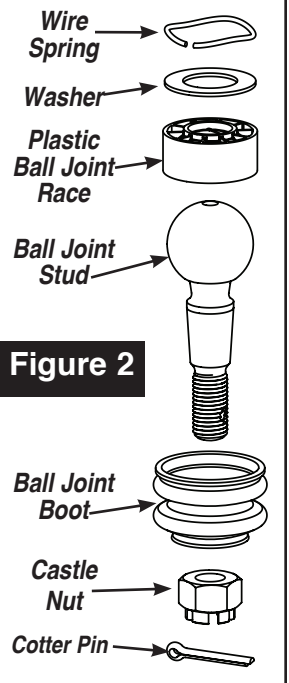
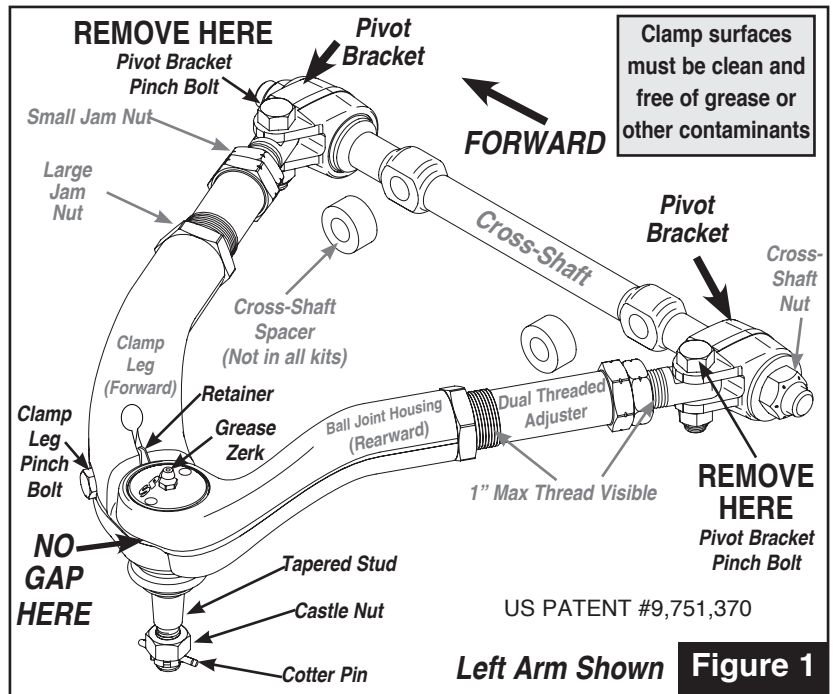


Figure 2



Left Arm Shown Figure 1

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