

JEEP UPPER BALL JOINT

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.

WARNING: This product was designed for lifted vehicles. SPC does not recommend it for installation in stock height or lowered vehicles, as there is insufficient room in the wheel house, and the ball joint will likely make contact with the inner fender.

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 Front of vehicle and support by frame or lower control arms.
2. Remove front tire and wheel assembly.
3. Remove nut from upper ball joint and break ball joint taper fit to knuckle. (**Recommend using SPC P/N 8370 or 37985**)
4. Press out OE ball joint from UCA using **SPC P/N 72509** or equivalent.

Note: It may be necessary to cut hex portion of stud off of OE ball joint in order to get press adapters to work properly, or to use longer adapter from SPC #41110 adapter set.

5. Position Slide Plate on underside of arm. Align slot in Slide Plate parallel to axle and press Slide Plate into arm using **SPC P/N 72509** or equivalent as shown in **Figure 1**.
6. Install SPC Ball Joint up through slot and align into Slide Plate. Place Top Plate over stud with flat side facing up and install Washer and Locknut. Temporarily tighten Locknut with stud centered in slot.
7. Insert ball joint stud into knuckle, install castle nut and torque to 45lb-ft [61Nm]. Tighten further only as necessary to install cotter pin.
8. Reinstall tire and wheel assembly and lower vehicle to take an alignment reading.
9. Adjust caster first via lower control arm mounts per OE method. Once caster is set, adjust camber by loosening Lock Nut and sliding SPC upper ball joint. Raise vehicle slightly to lessen tension on upper ball joint if needed. Tighten Lock Nut to 120 lb-ft [163 Nm] to lock camber setting and finalize installation.
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. Complete alignment and road test vehicle.

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

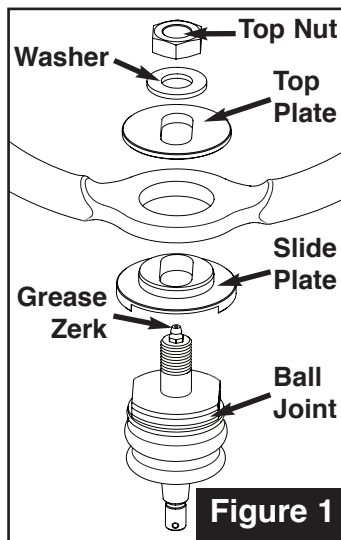


Figure 1

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.



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