

PART NOS. 23850, 23852, 23854

Instruction Sheet HEAVY DUTY SCREW-IN PIN 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.

NOTE: Due to the floating stud design of this Pin Joint, the stud may be able to be pulled from the housing. This is normal, it will be retained once the joint is installed in the vehicle.

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. Determine amount of change needed and select proper SPC P/N.
2. Raise vehicle and support by axle. Remove front tire and wheel assembly. Support knuckle assembly so upper ball joint can be removed.
3. Remove nut on upper ball joint stud.
4. Break taper by turning ball joint counter-clockwise. As ball joint is unthreaded, it will become difficult to turn as it pulls stud from taper on knuckle. If necessary, wrap knuckle with a hammer to help break taper. Continue to remove ball joint, making sure hub is supported.
5. Install SPC pin joint of desired offset, making sure stud enters axle yoke properly and foam seal is captured. Thread it down until it offers resistance. This will seat stud taper in yoke.
6. Install nut onto stud of SPC Pin Joint and tighten to 65 lb-ft. If stud turns with nut, tighten ball joint further, or use an allen wrench to hold stud.
7. Loosen SPC ball joint 2 full turns, then clock indexing mark on top of SPC ball joint to achieve desired camber change. **(See Fig. 1)**
8. Install jam nut on SPC Pin Joint. Tighten jam nut against knuckle to 100 lb-ft to secure ball joint from turning. Be sure indexing mark is still aligned properly.

NOTE: SPC Tool 88360 can be used to torque nut while a wrench holds Pin Joint housing from turning.

9. Grease Pin Joint with an **NLGi #2 Grade LB with 3%-5% Molybdenum Disulfide grease.**
WARNING: Failure to grease and maintain this pin joint may result in premature failure.
10. Reinstall tire and wheel assembly and lower vehicle.
11. Complete alignment and road test vehicle.

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

Maintenance:

This part converts the truck from a lube-for-life ball joint to a Heavy Duty Kingpin style Joint. This joint will require periodic greasing for longest life. NLGi #2 Grade LB with 3%-5% Molybdenum Disulfide grease should be used, and it is recommended that these joints be greased along with other steering components at every oil change, or after exposure to deep water or mud.

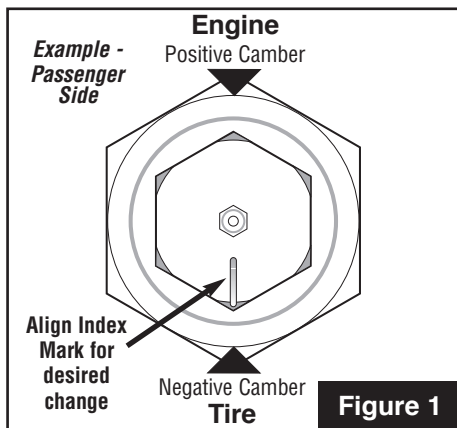


Figure 1



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