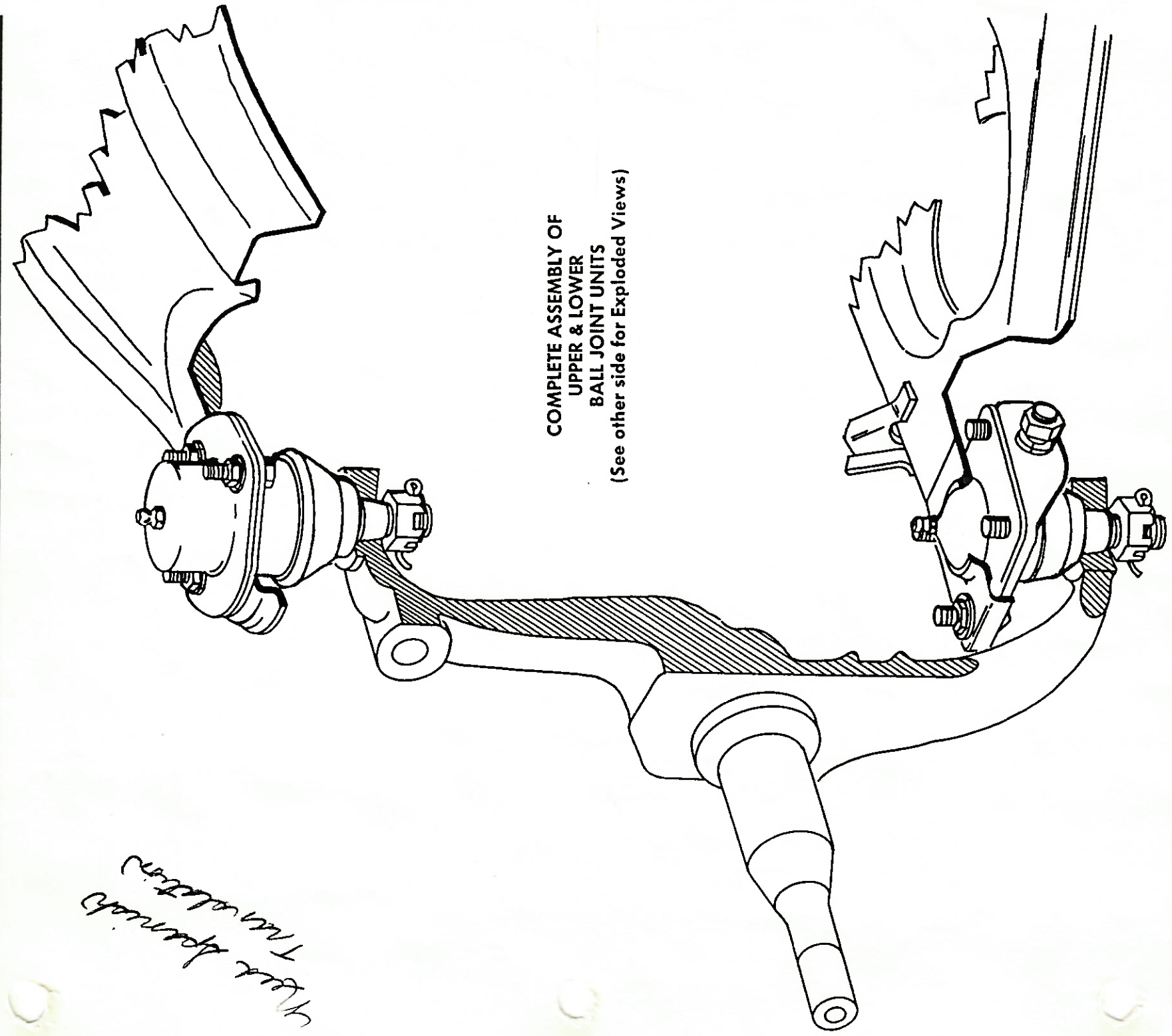
THE STEERING KNUCKLE MUST BE REPLACED IN ANY AND ALL CASES OF BALL JOINT STUD BREAKAGE.



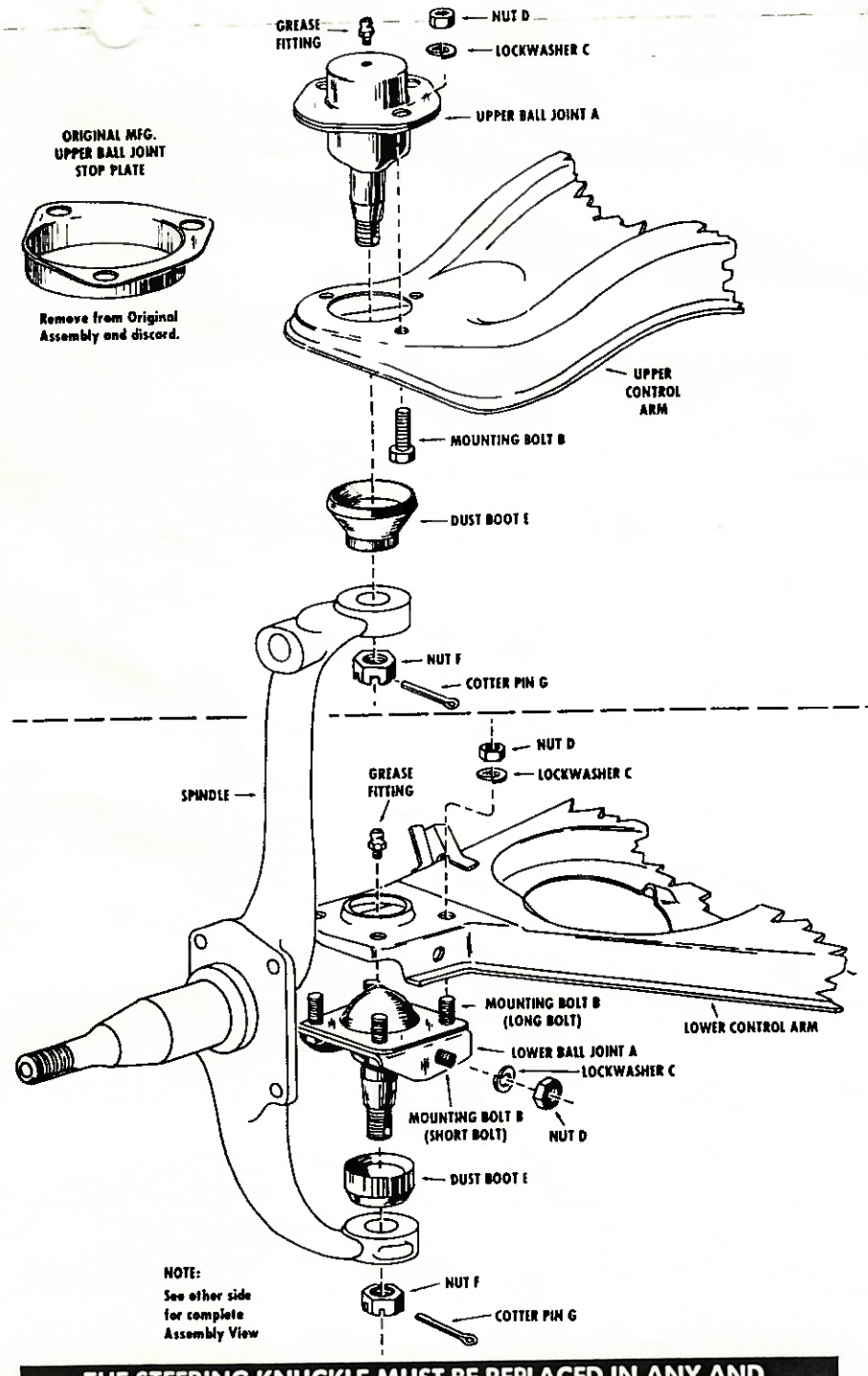
COMPLETE ASSEMBLY OF UPPER & LOWER BALL JOINT UNITS
(See other side for Exploded Views)

NOTE: THIS KIT MAY CONTAIN SELF TAPPING GREASE FITTING(S) FOR THREADED OR NON-THREADED HOLES.

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Form 1331C

Form 1331C



THE STEERING KNUCKLE MUST BE REPLACED IN ANY AND ALL CASES OF BALL JOINT STUD BREAKAGE.

INSTALLATION INSTRUCTIONS FOR UPPER BALL JOINT

NOTE: Both the right and left upper ball joints should be replaced for best results. This unit is pre-loaded and pre-assembled for your convenience. Before raising front end of any car equipped with air suspension, follow Manufacturer's Recommendations found in the **Car Owner's Manual.**

1. Remove the upper ball joint and stop plate from upper control arm. (Use air chisel or sharp hand chisel and hammer to cut mounting rivets.) Remove grease fitting from old ball joint for installation into new ball joint. Discard old ball joint.

   CAUTION: Be careful not to enlarge bolt holes or damage control arms. Ball joints have been removed by cutting the rivets with a cutting torch. This is not recommended as heat may cause fatigue and failure of the upper control arm.
2. All three mounting holes in upper control arm must be enlarged to 21/64" diameter for proper mounting of the ball joint mounting bolts.
3. Install upper ball joint assembly "A" into upper control arm using mounting bolts "B", lockwashers "C" and nuts "D" as shown. Tighten to 14-19 foot pounds of torque. (Use only the bolts supplied, do not substitute. Do not attempt to rivet the ball joint to the control arm.)
4. Slide dust boot "E" into position over ball joint stud and around housing.
5. Position stud of ball joint assembly "A" into spindle. Install slotted nut "F" and tighten to 50-60 foot pounds of torque. Install cotter pin "G".
6. Install grease fitting which was previously removed from old ball joint and lubricate ball joint thoroughly with good quality chassis lubricant.
7. Align front end to specifications. Wheel balancing is recommended. Check front wheel bearings for proper adjustment.

NOTE: The parts in this kit are designed to replace the worn or non-functioning original equipment parts in the vehicle as produced by the car factory. These parts are not designed for installation on vehicles where the suspension and/or steering systems have been modified for racing, competition, or any other purpose.

INSTALLATION INSTRUCTIONS FOR LOWER BALL JOINT

NOTE: Both the right and left lower ball joints should be replaced for best results. This unit is pre-loaded and pre-assembled for your convenience. Before raising front end of any car equipped with air suspension, follow Manufacturer's Recommendations found in the **Car Owner's Manual.**

1. Remove the lower ball joint from the lower control arm. (Use air chisel or sharp hand chisel and hammer to cut mounting rivets.) Remove grease fitting from old ball joint for installation into new ball joint. Discard old ball joint.

   CAUTION: Be careful not to enlarge bolt holes or damage control arms. Ball Joints have been removed by cutting rivets with a cutting torch. This is not recommended as heat may cause fatigue and failure of the lower control arm.
2. All six mounting holes in the lower control arm must be enlarged to 21/64" diameter for proper mounting of the ball joint mounting bolts.
3. Install lower ball joint "A" into lower control arm using mounting bolts "B", lockwashers "C" and nuts "D" as shown. Tighten to 14-19 foot pounds of torque. (Use only the bolts supplied, do not substitute. Do not attempt to rivet the ball joint to the control arm.)
4. Slide dust boot "E" into position over ball joint stud and around housing.
5. Position stud of ball joint assembly "A" into spindle. Install slotted nut "F" and tighten to 70-80 foot pounds of torque. Install cotter pin "G".
6. Install grease fitting which was previously removed from old ball joint and lubricate ball joint thoroughly with good quality chassis lubricant.
7. Align front end to specifications. Wheel balancing is recommended. Check front wheel bearings for proper adjustment.