INSTALLATION INSTRUCTIONS FOR LOWER BALL JOINT

THESE INSTRUCTIONS MAY BE USED IN MORE THAN ONE KIT – PLEASE READ TIGHTENING SPECIFICATIONS CAREFULLY.

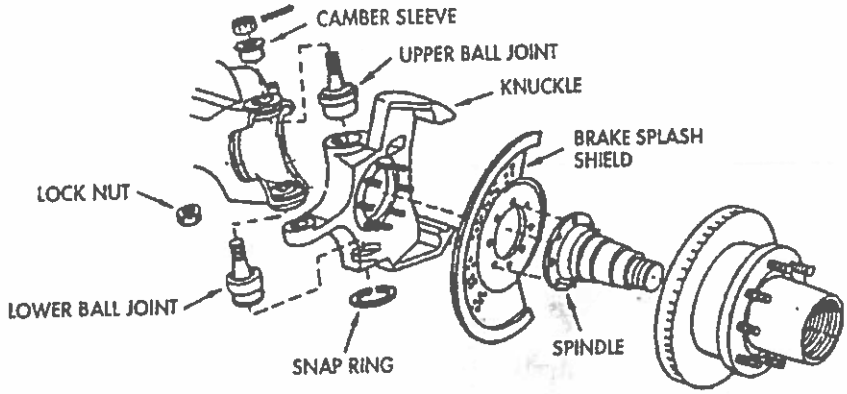
CAUTION: Proper service and repair procedures are essential for safe and reliable installation of chassis parts, and require experience and tools specially designed for the purpose. These parts *MUST* be installed by a qualified mechanic, otherwise an unsafe vehicle and /or personal injury could result.

THE AXLE YOKE MUST BE REPLACED IN ANY AND ALL CASES OF BROKEN, BENT, OR LOOSE LOWER BALL JOINT STUDS. THE CAMBER SLEEVE MUST BE REPLACED IN ANY AND ALL CASES OF BROKEN, BENT, OR LOOSE UPPER BALL JOINT STUDS.

1. Raise and firmly support the vehicle. Remove wheel, rotor, spindle and axle shaft as required.
2. Remove tie rod from steering knuckle using suitable taper breaker. *CAUTION:* Never strike steering knuckle with a hammer.
3. Remove cotter pin and nut from upper ball joint and locking nut from lower ball joint.
4. Remove camber sleeve from axle yoke, using pitman arm puller if required. *NOTE:* Mark orientation of camber sleeve to assure proper orientation when assembling.
5. Separate steering knuckle from axle yoke using suitable tool.
6. Remove snap ring from ball joint if applicable.
7. After thoroughly cleaning tapered hole in axle yoke, insert new ball joint tapered stud, by hand, into the tapered hole. *CAUTION:* The stud should seat firmly without rocking. Only the threads should extend through the axle yoke. If the parts do not meet these requirements, either the axle yoke is worn and needs replacing, or incorrect parts are being used. Remove stud from axle yoke.
8. Press worn ball joint from steering knuckle using an appropriate press tool.
9. Press new ball joint into steering knuckle using an appropriate press tool and install snap ring if originally equipped.
10. Install dust boots on ball joints with arrow positioned inward. Grease seals of this type must be installed this way to prevent grease from flowing onto the disc brake rotor.
11. Assemble steering knuckle to axle yoke and reinstall camber sleeve on upper ball joint stud. Torque values are listed below in the chart. If your vehicle is not listed refer to O.E.M. service manual for proper torque values. Torque ball joints in the following sequence: torque lower ball joint to the first torque value, then torque the upper ball joint, then torque lower ball joint to the second torque value. *CAUTION:* Fasteners must be replaced with one of the same or equivalent part number. Do not use a replacement fastener of lesser quality or substitute design. Torque values must be used as specified during reassemble to assure proper retention of this part. Never back off nut to align cotter pin hole.
12. Lubricate ball joint with a good grade of grease. *CAUTION:* There is not enough clearance for the axle universal joint to rotate while the upper ball joint grease fitting is in place. The upper ball joint grease fitting is to be installed for lubrication only. After lubrication the grease fitting must be removed, and the grease plug installed.
13. Install tie rod and torque to the value listed below in the chart. If your vehicle is not listed refer to the O.E.M. service manual for the proper torque value.
14. Install axle shaft, spindle, rotor and wheel. Lower vehicle, check and adjust wheel alignment if necessary.

	Upper ball joint	Lower ball joint	Tie rod end
1992-95 Ford F350 4WD	70 ft. lbs.	1st torque 35 ft. lbs. 2nd torque 150 ft. lbs.	70-100 ft. lbs.
1994-95 Dodge R2500 4WD w/4500 axle	70 ft. lbs.	1st torque 35 ft. lbs. 2nd torque 150 ft. lbs.	65 ft. lbs.
1994-95 Dodge R3500 4WD	70 ft. lbs.	1st torque 35 ft. lbs. 2nd torque 150 ft. lbs.	65 ft. lbs.
1994-95 Dodge R3500 2WD exc. Ind. Susp.	70 ft. lbs.	1st torque 35 ft. lbs. 2nd torque 150 ft. lbs.	65 ft. lbs.

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.



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

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