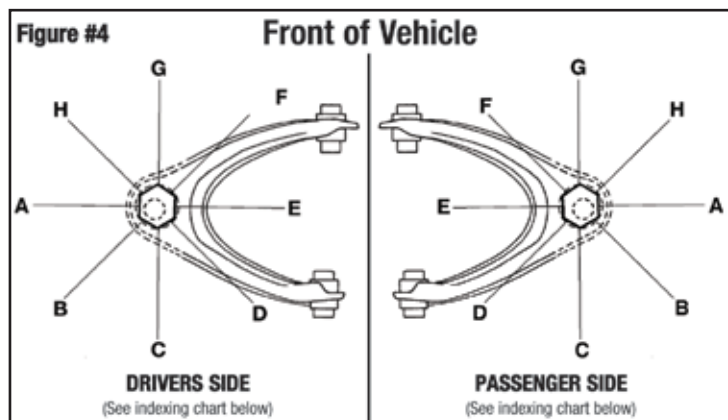
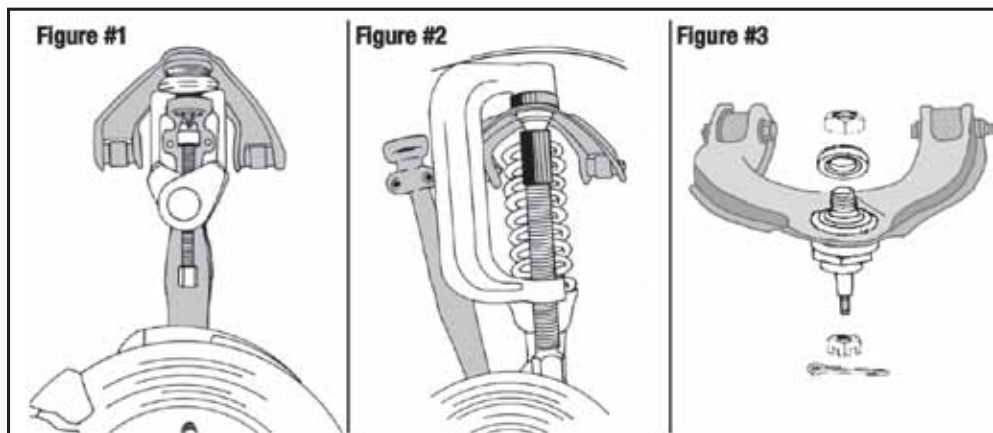


Adjustable Upper Ball Joint Installation Instructions

1. Inspect vehicle for loose or worn parts and odd tire wear patterns. Check tire pressure. Determine amount of camber/caster change needed.
2. Raise and support vehicle securely under lower control arms.
3. Remove wheel assembly.
4. Remove upper ball joint from steering knuckle, using a ball joint separator. **(See Fig. 1)**
IMPORTANT- do not allow knuckles to pull out on axle shaft - inner CV joint disassembly may occur.
5. Using a ball joint press (with optional extractor stem and receiver tube), press the upper ball joint in an upward direction out of control arm. **(See Fig. 2)** Make sure all components stay in proper alignment during this procedure.
6. Install adjustable ball joint in upper control arm. Install lock nut. Snug nut to point where ball joint can just turn in control arm. **(See Fig. 3)**
7. Install ball joint stud into steering knuckle. Install nut and torque to 30-35 ft lbs. (40-48 NM). 8. Reinstall tire and wheel assembly. Recompensate alignment equipment. Recheck camber and caster readings. Proceed to step 9 - be sure to use alignment equipment manufacturer's recommended procedures.
9. Turn ball joint with Allen wrench to desired camber/caster settings. **(See Fig. 4)**
10. Raise vehicle using a suitable body lifting point to allow the control arms to drop. Hold ball joint with Allen wrench to prevent rotating and torque upper nut to 140-160 ft lbs. (190-217 NM)
11. Lower vehicle and verify proper camber and caster readings. Set toe to specifications and road test vehicle.

GREASE GUN WARNING!!!

Do not pressurize the ball joint pocket with the grease gun. The grease fitting is for filling the pocket only. Fill until there is pressure in the handle of the grease gun, then STOP. Only use manual grease guns to fill the ball joints. Using a battery or air assist grease gun can cause permanent damage and or premature failure of the ball joint.



INDEXING CHART		
Referenced from position of offset stud		
Position	Camber Change	Caster Change
A	+	0
B	+	+
C	0	+
D	-	+
E	-	0
F	-	-
G	0	-
H	+	-