

Dodge / Sterling 4500/5500 Truck Adjustable Upper Ball Joint

1. Check vehicle for bent, worn or loose components and repair as necessary.
2. Check alignment and determine alignment change required.
3. Lift vehicle under front axle. Support safely.
4. Remove the nut on upper ball joint stud.
5. Break upper ball joint loose from knuckle by turning it counter clock wise.

Note: As the ball joint is unthreaded, it will become harder to turn as it pulls the stud from the taper on the knuckle. It may help by taping the knuckle with a hammer to help brake the taper.

6. Remove the ball joint the rest of the way. Make sure to support the hub.
7. Install the new adjustable ball joint.
8. Install new nut on stud, but do not tighten at this time.

Ball joint is designed to adjust camber ONLY on 4WD trucks, if adjusted for caster axle seal will leak. Ball joint is designed to adjust camber / caster on 2WD trucks.

9. Remove grease fitting from adjustable ball joint and use Allen wrench through the grease fitting opening at the top of the ball joint to adjust ball joint stud to achieved camber adjustment. Ball joint is best adjusted with the weight on the wheels.
10. While holding the ball stud with an Allen wrench to prevent it from turning, tighten and torque lock nut to factory specification.
11. Verify alignment readings. Install grease fitting and grease ball joint.
12. Complete alignment and road test vehicle.

NOTE: The original equipment ball joint is a 'plunge joint" design and is intended to be non-weight bearing. This adjustable replacement ball joint is of a similar design. Therefore, IT IS IMPORTANT TO CHECK THE CONDITION OF THE LOWER BALL JOINT FOR ANY LOOSENESS/WEAR, AS LOWER BALL JOINTS LOOSENESS MAY CAUSE PREMATURE FAILURE OF THE UPPER BALL JOINT.

95-291-0414

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