

SPC PERFORMANCE®

BUILDER BALL JOINT REBUILD KIT

SPC Builder Ball Joints are designed primarily for use in light truck upper control arm applications. Design, fabrication, and installation of custom control arms should be performed by individuals with the necessary skills and experience to safely apply the use of these parts to a given application.

Plan Ahead - Read All Instructions BEFORE installing part.

1. Raise vehicle and support by frame with jack stands. Remove tire and wheel assembly.
2. Remove nut and cotter pin. Break taper between ball joint stud and knuckle using SPC P/N 8370 or equivalent. Save nut as it will be re-used.
3. Remove boot and retainer clip.
4. Carefully remove cover using a screw driver, then unscrew threaded cap using **SPC PN 72120** spanner tool.
5. Remove spring, upper race, ball joint stud, and lower race.
6. Replace internals in same order as shown in **Figure 1**. Ball joint stud is re-used.

NOTE: Liberally coat grease* on ball and races before reinstalling.

7. Replace O-Ring on threaded cap and screw into housing. Torque to 50 lb-ft [68 Nm].
8. Replace O-Ring on cover and snap into place.
9. Install replacement boot and retainer clip.
10. Reinstall ball joint to knuckle. Tighten castle nut to 45 lb-ft [61 Nm]; tighten further only as necessary to install cotter pin.

NOTE: This rebuild kit comes with two cotter pins. If you have a stud with an M14 thread, use larger cotter pin. If you have a stud with an M12 thread, use smaller cotter pin. Make sure that cotter pin cannot be pulled through hole.

11. Grease* ball joint via grease fitting, 5 to 10 pumps of grease is sufficient at each lubrication.

WARNING: FAILURE TO GREASE AND MAINTAIN THIS BALL JOINT MAY RESULT IN PREMATURE FAILURE.

Maintenance:

Lubrication Interval - SPC recommends adding 5 to 10 pumps of grease to ball joint at each oil change, or after operating vehicle in wet or dusty conditions.

12. Reinstall tire and wheel assembly and lower vehicle.

NOTE: It may be necessary to re-align vehicle after ball joint rebuild.

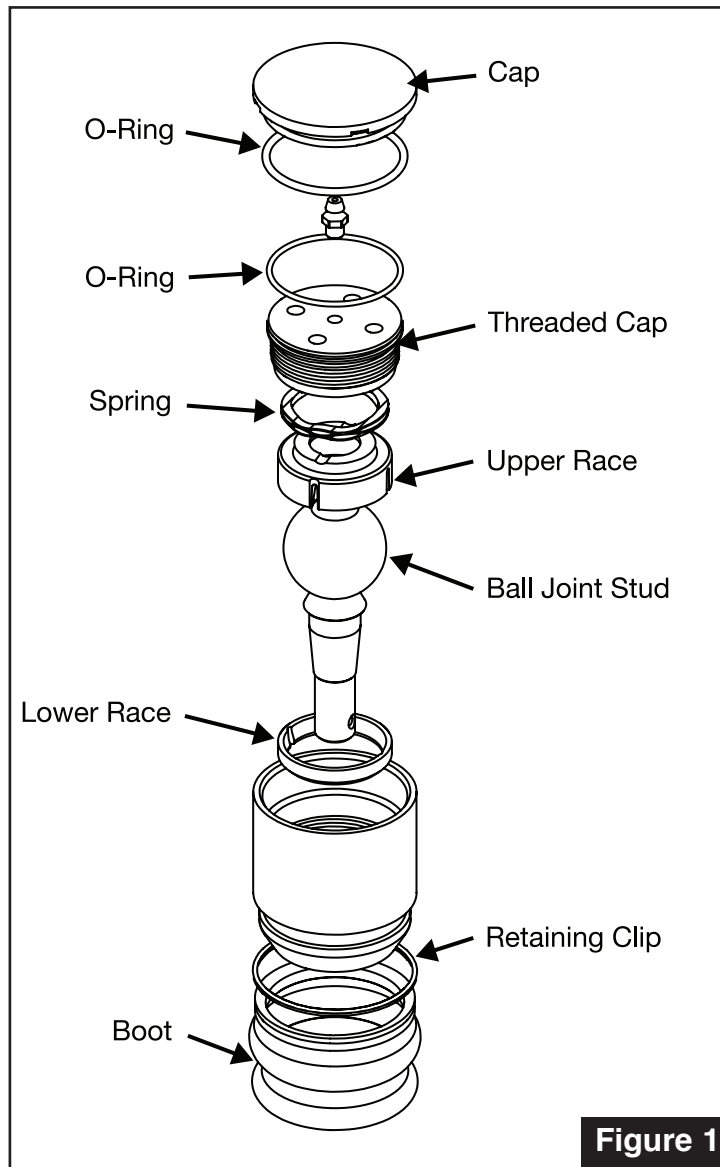


Figure 1

* SPC recommends use of a NLGI #2, Grade LB chassis grease with 3%-5% Molybdenum Disulfide such as:

- Valvoline® Moly Fortified Multi-Purpose Grease, VV633
- Sta-Lube® Moly-Graph Multi-Purpose Grease, SL3330
- Mystik® JT-6 Hi-Temp Grease with Moly EP #2, No. 665005002080

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