

SPC

PERFORMANCE®

1.5° ADJUSTABLE BALL JOINT - INSTRUCTION SHEET

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

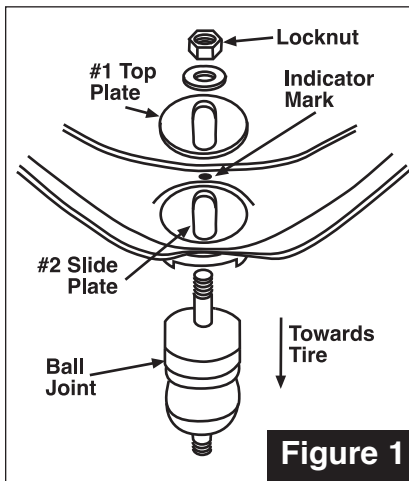


Figure 1

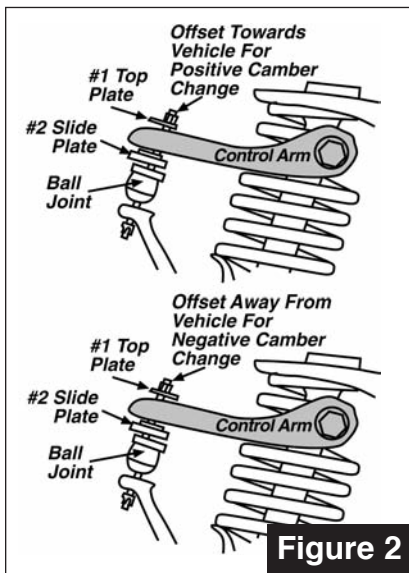


Figure 2

INSTRUCTIONS

1. This product is designed for camber change only.
 2. Before beginning any alignment, always check for loose or worn parts, tire pressure, and odd tire wear patterns.
 3. Raise and support the front of the vehicle. Remove tire and wheel assembly. Remove cotter pin and nut from upper ball joint and break the ball joint to spindle taper using Specialty Products' tool #8370 or equivalent.
 4. Remove the dust boot and snap ring (if equipped) and press out the ball joint using ball joint press Specialty Products #40920 or equivalent.
- NOTE: SNAP RING MAY BE HARD TO SEE. IF SNAP RING IS NOT REMOVED BEFORE ATTEMPTING TO PRESS OUT BALL JOINT THE CONTROL ARM MAY BE DAMAGED.
5. Clean any adhesive compound from the control arm and position slide plate (#2) on under side of arm. Align slot in slide plate so that it points directly towards the tire (Figure #1) and press into the arm using ball joint press, Specialty Products #40920.
 6. Determine if negative or positive camber change is needed. Position offset of top stud toward INSIDE of car for positive change or toward OUTSIDE of car for negative change (Figure #2).
 7. Install ball joint through slot and align machined grooves. Install top plate (#1) so that the shoulder engages in the control arm hole or with the recess down over the flange, depending on model used.. Install washer and locknut making sure washer fits onto recessed area of nut and lightly tighten.
 8. Install ball joint stud into spindle, torque nut to manufacturer's specification and install cotter pin.
 9. Reinstall wheel assembly. Install alignment equipment and re-compensate.
 10. Adjust for correct camber by slightly loosening top lock nut and sliding joint in or out.

NOTE: JOINT WILL SLIDE WHEN NUT IS LOOSE. USE CARE WHEN MAKING ADJUSTMENTS!

11. Torque top lock nut to 120 lb-ft

Always check for proper clearance between suspension components and other components of the vehicle.

12. Re-check camber, set toe and road test the vehicle.



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