

DODGE TRUCK OFFSET BALL JOINT

This ball joint will provide up to $\pm 2^\circ$ of camber and/or caster change

Check out how to install this part at:
<http://www.spc-tv.com>



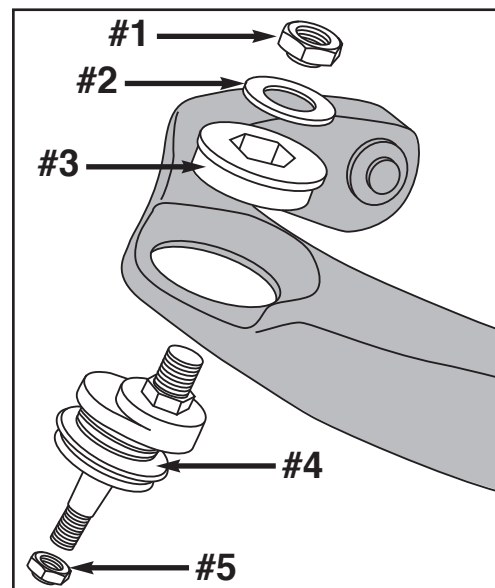
This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

1. Always check for loose or worn parts, tire pressure and tire wear.
2. Raise and support the vehicle under the front lower control arms.
3. Remove the tire and wheel assembly.
4. Remove the nut on the upper ball joint. Break the taper using the #8370 tie rod puller or equivalent. Support the hub assembly so it does not fall uncontrolled.
5. Using a standard #72509 ball joint press or equivalent, press out the upper ball joint.
6. Press the **top plate #3** into the control arm from the top.

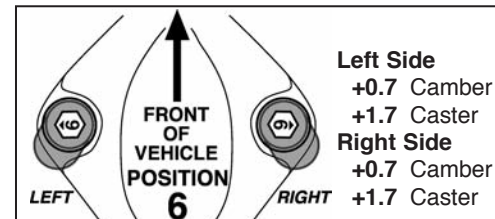
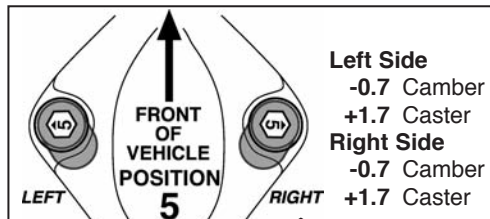
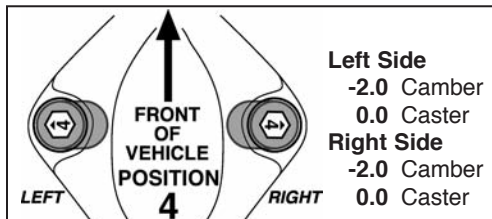
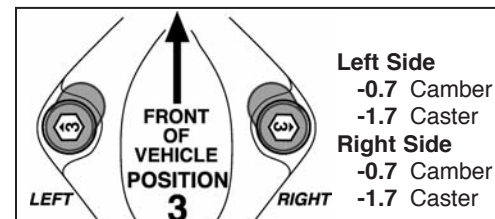
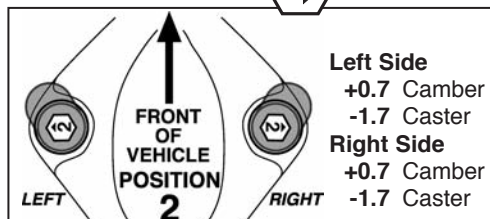
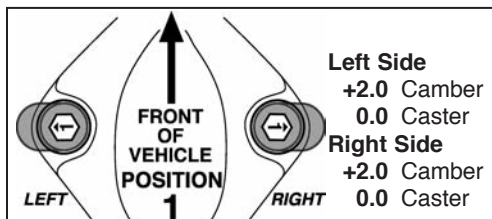
Note: To set the ball joint for the correct amount of positive or negative camber and/or caster change, press in the top plate with one of the hex points OR flats towards the tire. The ball joint can now be installed in twelve different positions depending on the

desired caster and camber change. Refer to the illustrations below for combinations of camber and caster change.

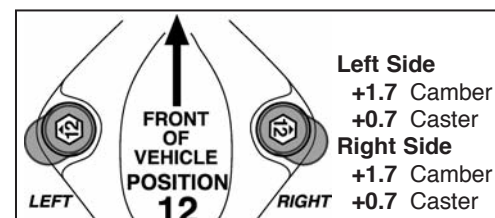
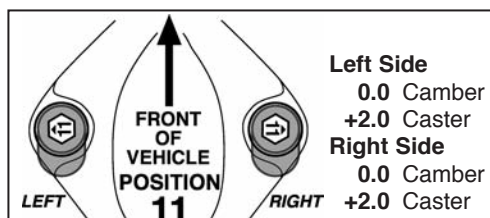
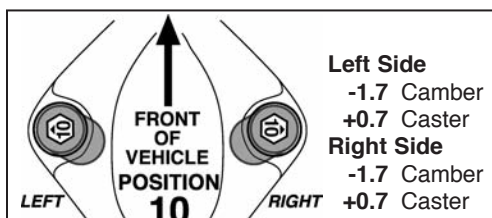
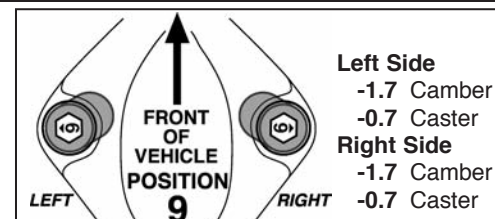
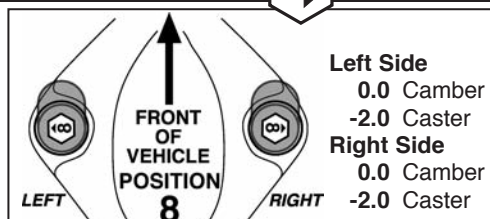
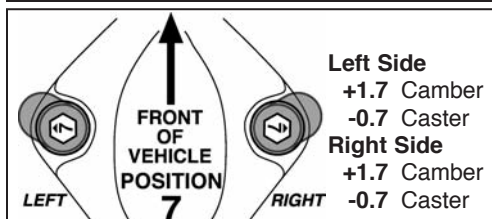
7. Install the **ball joint housing #4** up through the hex plate on the underside of the control arm. The offset position of the housing will determine the camber/caster change according to the chart.
8. Install the **flat washer #2** and **recessed nut #1**. Make sure the recess of the nut fits into the washer.
9. Torque the top nut to 175 lb-ft.
10. Install the ball joint tapered shaft into the knuckle and install the supplied **castle nut #5**. Torque nut to at least 45 lb-ft., continue to tighten lining up nearest slot to pin hole. Install the cotter pin.
11. Check alignment readings and adjust stock lower control arm adjuster to fine tune alignment readings. Road test vehicle.



Position 1 through 6 - Top Plate POINT side towards tire



Position 7 through 12 - Top Plate FLAT side towards tire



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