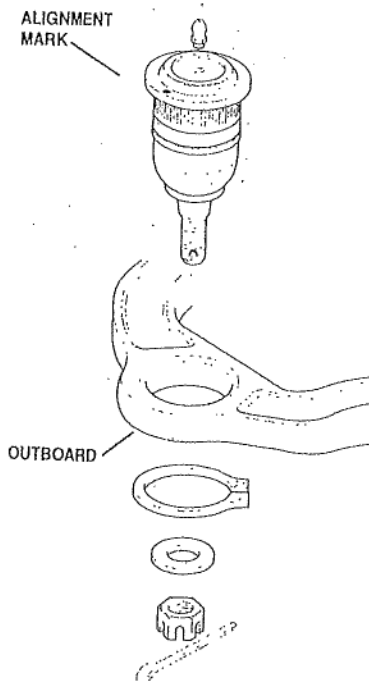


DISASSEMBLY

1. Raise and support the vehicle under the frame and remove the wheel and tire assembly.
2. Remove the retaining bolt for the brake hose and the wheel speed sensor brackets.
3. **FRONT DRIVESHAFT REMOVAL, IF NOT REQUIRED SKIP TO STEP 10:** Insert a drift or a large screwdriver through the brake caliper into one of the brake rotor vanes in order to prevent the drive axle wheel drive shaft from turning.
4. Remove the nut and the washer from the drive shaft hub.
5. Remove the six bolts securing the wheel drive shaft inboard flange to the output shaft flange.
6. Remove the drift from the rotor.
7. Remove stabilizer link from stabilizer bar and lower control arm.
8. Wrap shop towels around the inner and outer CV boots to avoid damage to the boots during repairs.
9. Remove the drive shaft through the lower control arm opening.
10. Remove the lock nut on the upper ball joint. Using a suitable tool, separate the stud from the steering knuckle taper.
11. Remove the upper control arm nuts, cams and bolts.
12. Remove the upper control arm.
13. Using a press, remove the upper ball joint.



ASSEMBLY

1. Position new ball joint with drilled hole alignment mark facing outboard toward the wheel, as shown. The ball joint is directional and damage will occur if this procedure is not followed.
2. Press in ball joint until seated squarely against housing.
3. Install snap ring supplied into groove on ball joint housing.
4. Install the grease fitting supplied.
5. Install the upper control arm with bolts, cams and nuts. Tighten nuts to 140 ft. lbs. (190 N-m).
6. Connect the upper control arm to the steering knuckle.
7. **DRIVESHAFT INSTALLATION, IF NOT REQUIRED SKIP TO STEP 12:** Insert the drive shaft splined shank into the knuckle hub. Install washer and nut.
8. Attach the inboard drive shaft flange to the output shaft with the six inboard flange bolts.
9. Insert a drift or a large screwdriver through the brake caliper into one of the brake rotor vanes

in order to prevent the halfshaft from turning. Tighten the inboard flange bolts to 58 ft. lbs. (78 N-m). Tighten the hub nut to 165 ft. lb (225 N-m).

10. Remove the drift from the rotor.
11. Reinstall stabilizer link to stabilizer bar and lower control arm.
12. Install flat washer and new nut the upper ball joint stud. Tighten to 50 ft. lbs. (68 N-m).
NOTE: Never loosen the slotter nut to align the cotter pin hole with the slots of the nut.
13. Install the retaining bolts for the brake hose and wheel speed sensor brackets.
14. Install the wheel and tire assembly.
15. Lower the vehicle.
16. Lubricate the ball joint with a good grade of chassis lube and align the front end to specifications.

STEERING KNUCKLE DAMA

UN PORTE-FUSÉE DE DIREC

DAÑO EN EL NUDILLO DIF
SEPARACIÓN DE EST

THE STEERING KNUCKLE MUST BE REPLACED IN CASES OF STUD BREAKAGE OR STUD SEPARATION. LE PORTE-FUSÉE DE DIRECTION DOIT ÊTRE REMPLACÉ LORSQUE LE GOUJON EST BRISÉ OU SÉPARÉ. EL NUDILLO O MUÑÓN DIRECCIONAL TIENE QUE SER REEMPLAZADO EN CASO DE RUPTURA O SEPARACIÓN DEL TAPER DEL NUDILLO O MUÑÓN.

THE STEERING KNUCKLE MUST BE REPLACED IF THE EXAMEN RÉVÈLE UNE DÉFORMATION OU UNE RUPTURE DU TAPER. SI CUALQUIERA DE LOS EXAMENES MUESTRAN UN DAÑO EN EL NUDILLO O MUÑÓN, O PERNO ACONADO.

NOTE: THIS KIT MAY CONTAIN A STEERING KNUCKLE DAMAGED BY A STUD BREAKAGE OR STUD SEPARATION. NOTE: CE JEU PEUT COMPRENDRE UN NUDILLO O MUÑÓN DIRECCIONAL DAÑADO POR UNA RUPTURA O SEPARACIÓN DEL TAPER. NOTA: ESTE JUEGO PUEDE CONTENER UN NUDILLO O MUÑÓN DIRECCIONAL DAÑADO POR UNA RUPTURA O SEPARACIÓN DEL TAPER.

SPECIAL NOTICE

STEERING KNUCKLE DAMAGE CAN CAUSE STUD BREAKAGE OR STUD SEPARATION FROM KNUCKLE

NOTE PARTICULIERE

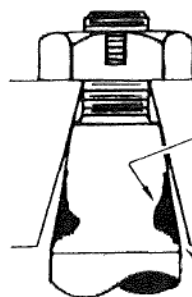
UN PORTE-FUSÉE DE DIRECTION ENDOMMAGÉ PEUT CAUSER LE BRIS OU LA SÉPARATION DU GOUJON

NOTICIA ESPECIAL

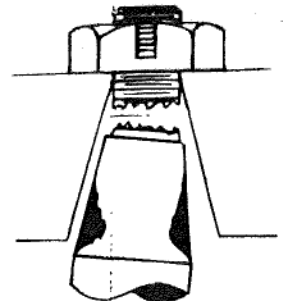
DAÑO EN EL NUDILLO DIRECCIONAL PUEDE CAUSAR RUPTURA DEL TORNILLO O MONTANTE O LA SEPARACIÓN DE ESTE TORNILLO O MONTANTE DEL EL NUDILLO O MUÑÓN DIRECCIONAL

THE STEERING KNUCKLE MUST BE REPLACED IN ANY AND ALL CASES OF STUD BREAKAGE OR STUD SEPARATION FROM KNUCKLE. LE PORTE-FUSÉE DE DIRECTION DOIT TOUJOURS ÊTRE REMPLACÉ LORSQUE LE GOUJON EST BRISÉ OU SÉPARÉ DU JOINT À ROTULE. EL NUDILLO O MUÑÓN DIRECCIONAL TIENE QUE SER REEMPLAZADO EN CASO DE RUPTURA O SEPARACIÓN DEL TORNILLO O MONTANTE DEL NUDILLO O MUÑÓN.

THE STEERING KNUCKLE MUST BE REPLACED IF ANY TEST INDICATES AN "OUT-OF-ROUND" OR "FRETTED" TAPER. LE PORTE-FUSÉE DE DIRECTION DOIT ÊTRE REMPLACÉ DÈS QU'UN EXAMEN RÉVÈLE UNE DÉFORMATION OU UNE ÉROSION DU CÔNE. EL NUDILLO O MUÑÓN DIRECCIONAL TIENE QUE SER REEMPLAZADO SI CUALQUIERA DE LOS EXAMENES MUESTRA FALTA DE REDONDEZ DEL TAPER, O PERNO ACONADO.



POLISHED SPOTS
SHOW MOVEMENT
LES ENDROITS POLIS
INDIQUENT UN JEU
AREAS BRILLANTES
MUESTRAN MOVIMIENTO



TAPER DOES NOT FIT
MAUVAISE CONICITÉ
EL PERNO ACONADO
NO ENCAJA

NOTE: THIS KIT MAY CONTAIN SELF TAPPING GREASE FITTING(S) FOR THREADED OR NON-THREADED HOLES.
NOTA: CE JEU PEUT COMPRENDRE UN OU DES GRAISSEURS AUTOTARAUDEURS POUR TROUS FILETÉS OU NON FILETÉS.
NOTA: ESTE JUEGO PUEDE CONTENER ACCESORIO(S) PARA GRASA AUTORROSCANTE(S) PARA AGUJEROS CON O SIN ROSCA.