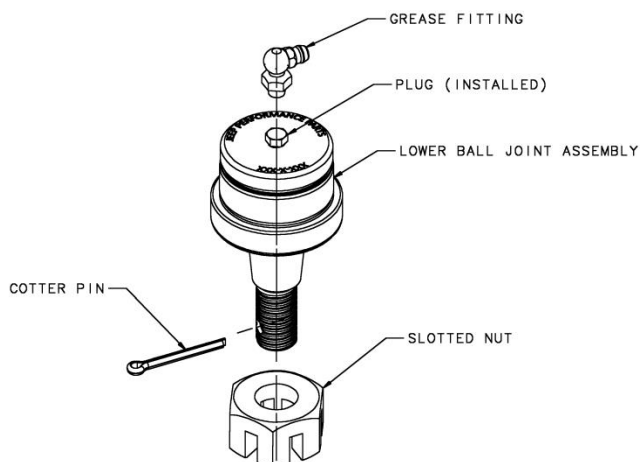
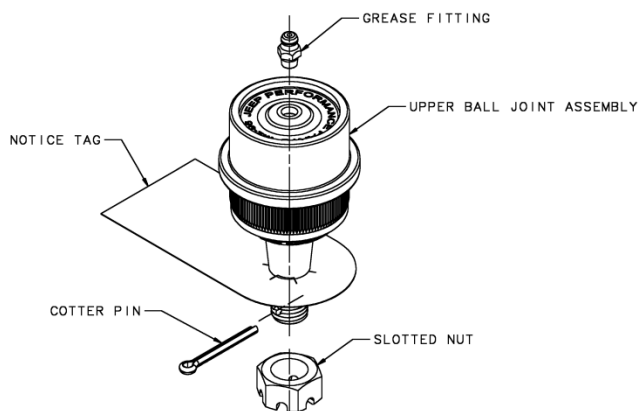




# Ball Joint Kit

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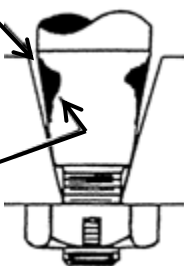
Kit contains 2 of each component shown below:



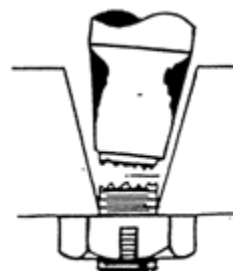
**CAUTION:** Replace any worn or damaged steering knuckle and axle components prior to replacing ball joints.

**CAUTION:** The steering knuckle must be replaced in all cases of broken ball joint studs or out of round tapers.

Taper does not fit

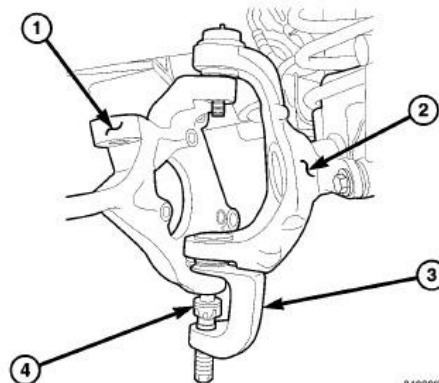


Polished spots show movement

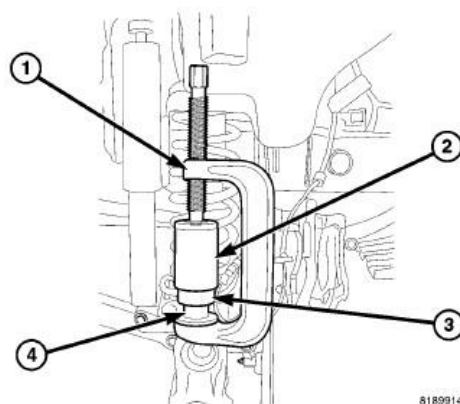


## REMOVAL

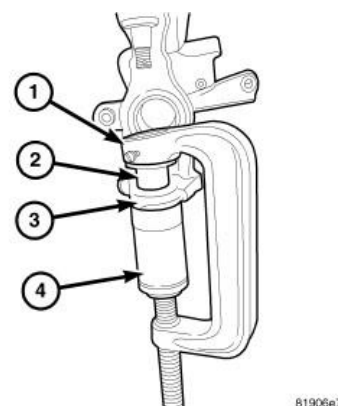
1. Remove the hub/bearing.
2. Remove the axle shaft from the axle.



3. Remove the steering knuckle.



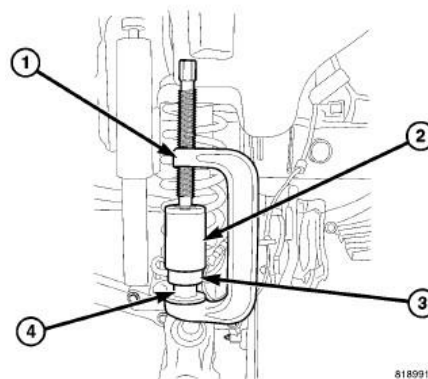
4. Position suitable tool as shown to remove upper ball joint.



5. Position suitable tool as shown to remove lower ball stud.

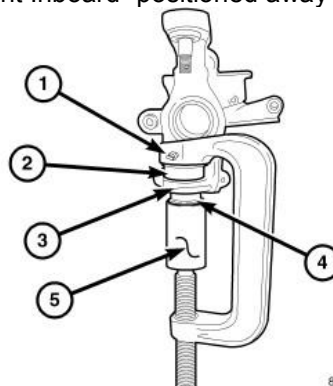
## INSTALLATION

1. Orient the upper ball joint on the axle yoke with the words "Mount Inboard" positioned away from the wheel. Position



suitable tool as shown to install upper ball joint.

2. Orient the lower ball joint on the axle yoke with the words "Mount Inboard" positioned away from the wheel. Position



suitable tool as shown to install lower ball joint.

3. Install the steering knuckle.
4. Torque the upper ball joint nut to 75 ft-lb (102 N-m). Continue to tighten until the first available position in the slotted nut aligns with the hole in the stud. Insert cotter pin and bend to prevent removal.
5. Install the grease fitting.
6. Torque the lower ball joint nut to 75 ft-lb (102 N-m). Continue to tighten until the first available position in the slotted nut aligns with the hole in the stud. Insert cotter pin and bend to prevent removal.
7. Install the grease fitting.
8. Lubricate all ball joints with Mopar® Multi-Purpose Grease NLGI Grade 2 EP, GC-LB or equivalent.
9. Remove the grease fitting from the lower ball joint and install the provided grease plug.

**CAUTION:** There is not enough clearance for the axle shaft to rotate when the grease fitting is in place.

10. Install the axle shaft into the axle.
11. Install the hub/bearing.

**NOTE:** Lubricate ball joints at engine oil change intervals and after the vehicle has been driven in water above the ball joints.