



## Spohn Performance, Inc.

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### **USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!**

By their very nature, competition components are constantly pushed to their limits. While our components are designed to withstand intense race conditions, it is impossible to control the quality of installation or the varying conditions in which they are used. It is for this reason that absolutely no warranty or guarantee is either written or implied. Neither the seller or the manufacturer will be liable for any loss, damage, or injury – direct or indirect – arising from the use of or inability to determine the use of any product. Before using, the user should determine the suitability of the product for its intended use, and the user shall assume all responsibility in connection therewith. Spohn Performance, Inc. makes no guarantee as to the legality for any specific class. Spohn Performance, Inc. makes no claims, nor does it intend its products to be used in street driven vehicles. Spohn Performance, Inc. reserves the right to make changes in design or add to or improve on their product without incurring any obligation to install the same on product previously manufactured. The Buyer agrees to indemnify and hold Spohn Performance, Inc. harmless from any claim, action or demand arising out of or incident to the Buyer's installation or use of products purchased from Spohn Performance, Inc.

### **Upper Ball Joint Instructions – Part # K6462**

**NOTE: Also see diagrams and instructions shown on Page 2**

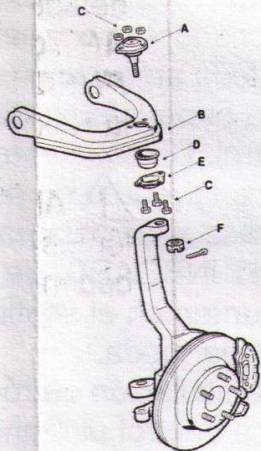
1. Raise and suitably support vehicle at recommended lift points.
2. Remove wheel and tire assembly.
3. Support lower a-arm with a floor jack positioned under the shock absorber to hold spring and control arm assemblies in position.
4. Loosen upper ball joint's slotted nut and break taper loose from spindle.
5. With upper a-arm in an upward position, use a 1/8" drill bit and drill into the ball joint retaining rivets 1/4" deep.
6. Remove the remainder of the rivet using a 1/2" drill bit and/or a chisel. **Caution:** Do not use a torch to remove rivets, excessive heat will damage the upper a-arm!
7. Use a punch to drive the rivets out of the upper a-arm. Remove old ball joint.
8. Insert new ball joint "A" into upper a-arm "B" from the top.
9. Install dust boot "D" into boot retainer "E" and position over the ball joint stud onto underside of the upper a-arm. Position the boot so the grease escapement slot faces away from the wheel.
10. Secure the ball joint to the upper a-arm using the supplied bolts and lock nuts "C". Torque nuts to 14 foot pounds.
11. Insert ball joint stud into the spindle and install supplied new slotted nut "F". Torque nut to 39 foot pounds. Tighten nut to next available slot if necessary to align with hole in stud, lock with cotter pin. Never back off nut to align cotter pin!
12. Install grease fitting and lubricate ball joint with a good grade of chassis grease.
13. Remove steering knuckle support and floor jack from under the lower a-arm.
14. Install tire and wheel assemblies and torque lug nuts to 100 foot pounds.
15. Lower vehicle and check and adjust alignment as necessary.

The steering knuckle must be replaced in any and all cases of broken, bent, or loose ball joint studs in knuckle.

**! CAUTION:** Proper service and repair procedures are essential for the safe and reliable installation of chassis parts, and require experience and tools specially designed for the purpose. These parts **MUST** be installed by a qualified mechanic, otherwise an unsafe vehicle and/or personal injury could result.

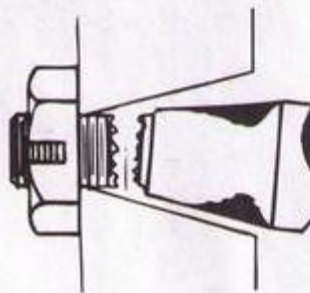
**! WARNING:** Before attempting to remove stud from steering knuckle, make sure the stud of the old ball joint was firmly seated in the tapered hole in the steering knuckle. If the ball joint stud was loose in the steering knuckle, or if any out-of-roundness, deformation or damage is observed, the **STEERING KNUCKLE MUST BE REPLACED**. Failure to replace a damaged or worn steering knuckle may cause loss of steering ability because the ball joint **STUD MAY BREAK** and cause the wheel to separate from the vehicle.

**! WARNING:** Eye protection is recommended during the following repair procedure.



THE STEERING KNUCKLE MUST BE REPLACED IN ANY AND ALL CASES OF STUD BREAKAGE OR STUD SEPARATION FROM KNUCKLE.  
LE PIVOT DE FUSÉE DOIT ÊTRE TOUJOURS ÊTRE REMPLACÉ LORSQUE LE GOUJON EST BRISÉ OU SÉPARÉ DU JOINT À ROTULE. EL NUDILLO O MUNÓN DIRECCIONAL TIENE QUE SER REEMPLAZADO EN CASO DE RUPPTURA O SEPARACION DEL TORNILLO O MONTANTE DEL NUDILLO O MUNÓN.  
THE STEERING KNUCKLE MUST BE REPLACED IF ANY TEST INDICATES AN "OUT-OF-ROUND" OR "FRETTED" TAPER. LE PIVOT DE FUSÉE DOIT ÊTRE REMPLACÉ DES QU'UN EXAMEN RÉVÈLE UNE DÉFORMATION OU UNE ÉROSION DU CÔNE. EL NUDILLO O MUNÓN DIRECCIONAL TIENE QUE SER REEMPLAZADO SI CUALQUIERA DE LOS EXAMENES MUESTRA FALTA DE REDONDEZ DEL TAPER, O PERNO ACONADO.

TAPER DOES NOT FIT MAUVAISE CONICITE EL PERNO ACONADO NO ENCAJA  
POLISHED SPOTS SHOW MOVEMENT LES ENDROITS POLIS INDIQUENT UN JEU AREAS BRILLANTES MUESTRAN MOVIMIENTO



STEERING KNUCKLE DAMAGE CAN CAUSE STUD BREAKAGE OR STUD SEPARATION FROM KNUCKLE  
UN PIVOT DE FUSÉE ENDOMMAGÉ PEUT CAUSER LE BRIS OU LA SÉPARATION DU GOUJON

DAÑO EN EL NUDILLO DIRECCIONAL PUEDE CAUSAR RUPPTURA DEL TORNILLO O MONTANTE O LA SEPARACION DE ESTE TORNILLO O MONTANTE DEL EL NUDILLO O MUNÓN DIRECCIONAL

**SPECIAL NOTICE**  
**NOTE PARTICULIERE**  
**NOTICIA ESPECIAL**