



Spohn Performance, Inc.

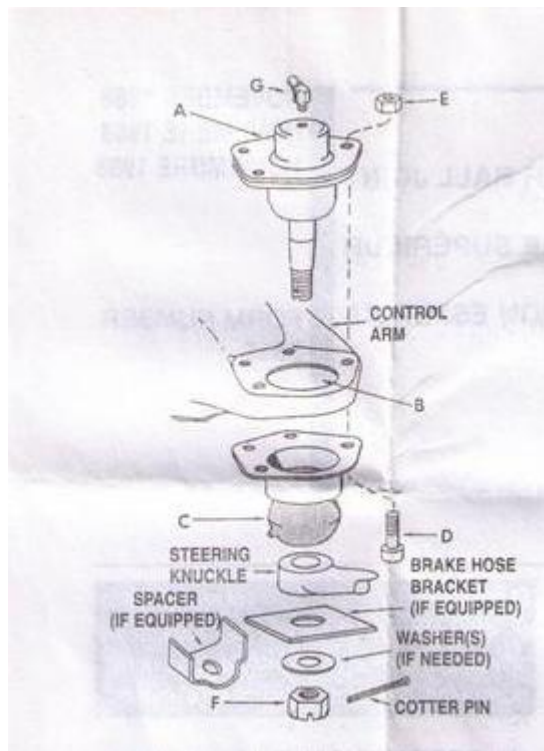
494 E Lincoln Ave Myerstown, PA 17067

1-888-365-6064 www.spohn.net

Part #K5208 Upper Ball Joint: 1978-1987 GM G-Body / 1982-2003 GM S-10 (2WD)

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.



INSTRUCTIONS

1. Raise vehicle high enough to provide working space, and place a support under the lower a-arm. Remove the wheel and tire.
2. Remove ball joint from steering knuckle and upper a-arm, using an air chisel or sharp hand chisel and hammer to cut the rivets if removing original ball joint from a-arm. **Caution:** Do not use a torch, the heat transmitted may cause fatigue failure of the a-arm! Be careful not to enlarge the bolt holes when chiseling off the OEM rivets.
3. Position the stud of assembly "A" through the a-arm opening "B"; and slide the dust boot and retainer assembly "C" over the stud and against the underside of the a-arm. Make certain the dust boot is properly assembled into the boot retainer flange with grease escapement valve positioned inboard and away from the wheel.
4. Secure the complete assembly to the a-arm using bolts "D" and lock nuts "E" supplied, as illustrated. Torque lock nuts to 12 foot pounds.
5. Insert stud into steering knuckle and position brake hose bracket or spacer, if equipped, over stud threads on underside of steering knuckle boss. **Note:** Some models will require the use of one or more washers supplied between the steering knuckle and the slotted nut to provide proper alignment of the cotter pin hole. Install slotted nut "F" supplied and tighten to 60 foot pounds of torque. Tighten nut to nearest slot if necessary to align hole in stud and lock with a cotter pin.
6. Install supplied grease fitting. Grease unit with a good grade of chassis lubricant, install wheel and tire, remove support from underneath lower a-arm, and lower vehicle to floor.
7. Align front end of vehicle to OEM specifications. Wheel balancing is also recommended. Check front wheel bearings for proper adjustment.