



Spohn Performance, Inc.

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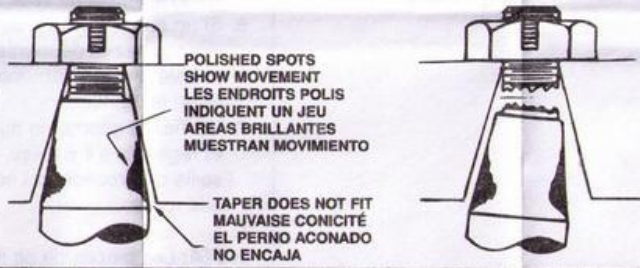
Lower Ball Joint Instructions – Part # K6145T

NOTE: Also see diagrams and instructions shown on Page 2 of these instructions

1. With vehicle firmly supported under lower a-arm, remove tapered stud from steering knuckle with suitable taper breaker tool (never strike knuckle with hammer) and press ball joint out of lower a-arm with a suitable press tool. Examine ball joint contact area of lower a-arm and make sure it is clean and free of cracks. **Warning:** If any cracks or damage is found, the lower a-arm must be replaced! Failure to replace a cracked or damaged lower a-arm may cause loss of steering ability because the lower a-arm may break and cause the wheel to separate from the vehicle.
2. Clean steering knuckle taper. Insert the new ball joint stud into the steering knuckle by hand and check the fit of the stud taper to the knuckle. Stud should seat firmly without rocking. Only threads should extend through the knuckle. If the parts do not meet these requirements, either the steering knuckle is worn and needs replacement, or incorrect parts are being used.
3. After examining the lower a-arm and the steering knuckle and verifying these parts are reusable, proceed with installation by pressing ball joint squarely into the lower a-arm until the shoulder of the ball joint is firmly seated against the lower a-arm. **Do Not** exert pressing force on the cover plate of the ball joint. Never use a hammer to drive the ball joint into the lower a-arm.
4. Press on the grease seal (dust boot).
5. Insert tapered stud of ball joint in steering knuckle and install the slotted nut. Torque to 65-75 foot pounds. **Note:** If you have an aluminum steering knuckle then torque nut to 50 foot pounds. When the low end of the torque specification has been reached locate the cotter pin hole in stud and then continue to tighten until the first available slot in the nut aligns with the hole in the stud. **NEVER** back off nut to align cotter pin hole; always continue tightening to next available slot. Install and spread the cotter pin.
6. Lubricate the ball joint through the grease fitting.
7. Check front end alignment and adjust if necessary. A check of wheel balance is also recommended.

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 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 PIVOT DE FUSÉE 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.



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

THESE INSTRUCTIONS MAY BE USED IN MORE THAN ONE KIT. PLEASE READ CAREFULLY BEFORE INSTALLING BALL JOINT

! 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 of 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.

