6400 SYCAMORE CANYON BLVD.
RIVERSIDE, CALIFORNIA 92507
855-680-9595
WWW.DV8OFFROAD.COM

PRODUCT
INSTALLATION MANUAL

JKBLJNT-01
DV8 GREEN JK D44 BALL JOINT KIT (4 PCS)

TOOLS REQUIRED

- 1/2" Drive ratchet/touque wrench
- 21mm, 22mm, 24mm, 13mm sockets
- Suitable ball joint/tie rod tools
- Pliers
- Rubber Mallet
- Safety Glasses

SKILL LEVEL

- Intermediate
- 1(you) to 2 persons

Some skill level required, you can easily install it by yourself however additional help will be useful

TIME REQUIRED

- 2-4 Hours

Time to install these ball joints take about 2 to 4 hours.

WARNINGS/CAUTIONS BEFORE STARTING INSTALLATION

Before you install this kit — Read and understand all instructions, warnings, cautions, and notes contained in this installation instruction guide. Consult your vehicle owner's manual for proper disconnection of electrical and lifting of vehicle if required for installation of this product.

This install may require some technical skills and knowledge of basic mechanical work. If you do not feel that you are capable of performing this install please take this product to a trained professional.

After reading this guide please contact us with any questions or concerns before installing product.
Customer Service: 855-680-9595

DV8 Offroad is not responsible for any bodily injury or harm to you or your vehicle as a result of an improper install.

Proper installation of this kit requires knowledge of the factory recommended procedures for removal and installation of original equipment components. We recommend that the factory shop manual and any special tools needed to service your vehicle be on hand during the installation. Installation of this kit without proper knowledge of the factory recommended procedures may affect the performance of these components and the safety of the vehicle.

• Always wear eye protection when operating power tools. •

Inspect all contents of this package to make sure product is not damaged and all installation hardware has been included. If parts are missing from kit, please be prepared to provide the following information:

1. **Name of purchase location**
2. **Bar Code on side of box**
3. **Date above bar code**
4. **Date inside box cover**

STEP 1: Raise and support the vehicle under the lower control arm. Remove the wheel and tire assembly.

On 4WD vehicles remove the drive shaft axle nut.

Remove the two bolts securing the disc brake caliper adapter to the steering knuckle. Remove caliper and caliper adapter assembly and secure out of the way.

Note: DO NOT allow caliper to hang by flex hose.

STEP 2: Remove the wheel speed sensor bracket bolt from the upper con- trol arm. Disconnect the wheel speed sen- sor harness from the upper control arm. Remove the wheel speed sensor wire from the body.

Note: Mark the holes used to mount the speed sensor electrical connector before removing. This will ensure the proper location of the speed sensor electrical connector for installation.

Disconnect the wheel speed sensor harness from the chassis harness.

To ensure the ease of removal, bundle speed sensor wiring har- ness and tie to knuckle. This will prevent the har- ness from getting entangled in any of the suspension components during removal of the knuckle.

STEP 3: Remove the outer tie rod nut from the steering knuckle. Using a suitable tool separate the tie rod from the knuckle.

STEP 4: Remove the lower ball joint retaining nut from the stud and install hand tight.

Remove the upper ball joint retaining nut from the stud and install hand tight.

Using a suitable tool, separate the studs from the tapered holes in the knuckle for both the upper and lower ball joints.

On 4WD vehicles support the front half shaft with a wire. This is to pre- vent the shaft from over- extending when the steering knuckle is removed.

STEP 5: Remove the upper and lower ball joint stud nuts. Remove knuckle and set aside.

Remove the ball joint nuts and bolts from the lower control arm and discard.

STEP 6: Remove the lower ball joint from the control arm.

Examine the ball joint mounting area of the control arm and make sure it is clean and free of cracks.

STEP 7: Clean steering knuckle and ball joint tapers. Insert new ball joint stud into steering knuckle by hand and check fit of stud taper to the knuckle. Stud should seat firmly without any rocking. Only the threads of the stud should ex- tend through the steering knuckle. If the parts do not meet these requirements either the steering knuckle is worn and needs replacement or incorrect parts are being used.

STEP 8: Attach the new ball joint inside the lower control arm.

Install new bolts washers and nuts provided and tighten to 47 ft.lbs. (64 Nm).

Note: Install washer onto bolt before installing bolt into control arm.

Thoroughly clean the tapered holes of the steering knuckle before assembly of the studs with the knuckle. Insert knuckle over the upper and lower ball joint studs simultaneously.

On 4WD vehicles insert the half shaft through the spline in the hub bearing.

STEP 9: Install the slotted nut onto lower ball joint stud nut and torque to 102 ft.lbs. (138 Nm). Continue to tighten the slotted nut to the next available slot. Never back off the slotted nut to achieve align- ment with the hole in the stud. Install and spread the cotter pin.

STEP 10: Install the nut onto the upper ball joint and torque to 74 ft.lbs. (100 Nm)

If included install the grease fitting into the ball joint and lubricate with a good grade of chassis grease.

STEP 11: Reinstall the wheel speed sensor harness to the upper control arm, the caliper and adapter assembly to the steering knuckle, and finally the outer tie rod end and tighten nut to 33 ft.lbs. (45Nm) plus 95 degrees.

On 4WD vehicles reinstall the drive shaft axle nut and torque to 191 ft.lbs. (260 Nm).

STEP 12: Install the wheel and tire and lower the vehicle to the floor.

Align the front end of the vehicle to specifications. A check of the wheel balance is recommended.

Note: The parts in this kit are designed to replace the worn or non- functioning original equipment parts in the vehicle as produced by the car factory. These parts are not designed for installation on vehicles where the suspension and/or steering systems have been modified for racing, competition, or any other purpose