

## BALL JOINT REBUILD KIT FOR PART NO. 72610

**This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.**

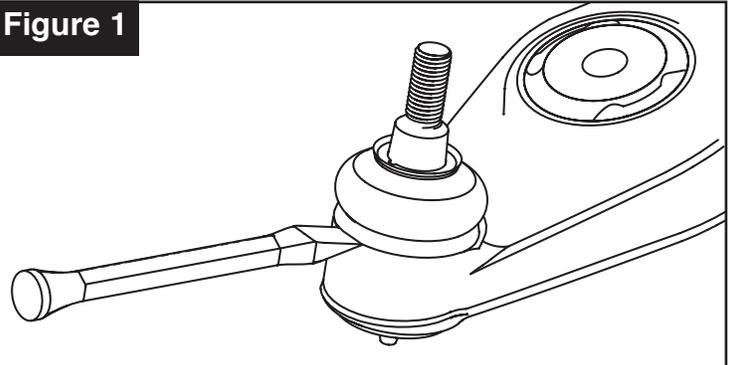
Plan Ahead - Read All Instructions **BEFORE** installing part.

Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning.

1. Raise and support vehicle by frame. Remove wheel and arm assemblies via procedures listed in instructions for part #72610. (Scan QR code for link.)
2. Using mild detergent or degreaser, thoroughly clean control arm.
3. Use small chisel to separate dust boot retainer ring from control arm, taking care not to damage control arm or boot. (dust boot has light press fit to arm), **see Figure 1**.



Figure 1



4. Remove M6 flat-head-socket-cap-screw (FHSCS). Using SPC spanner wrench or similar, remove threaded retainer cap from bottom of ball joint.
- TECH TIP: Apply heat to FHSCS and retainer cap to loosen Loctite and aid in removing screw without damage, see Figure 2.**
5. Use dead blow hammer or similar to dislodge plastic race and ball stud from ball joint housing.
  6. Clean grease and any debris from inside of ball joint housing and retainer.
  7. Using the included press tool, seat new boot assembly in press tool by pulling rubber into tool until end of tool is seated against metal retaining ring. Ensure rubber is not pinched between retainer and press tool.
  8. Press new boot assembly onto control arm until fully seated.
  9. Coat inside of new plastic race with approved grease\*, filling all grooves.
  10. Carefully snap race onto new ball stud and insert assembly into ball joint housing until seated.
  11. Apply blue Loctite 242 to clean threads and re-install threaded retainer until hand tight.
  12. Install used flange nut onto ball stud.
  13. Using grease gun, add ~4 pumps of approved grease\* to ball joint via zerk fitting.
  14. Using dial-type torque wrench or similar, rotate ball stud at approximately 5 rpm with stud roughly perpendicular to retainer face. Slowly tighten threaded retainer cap until turning torque of ball stud reads between 2-9 Nm (18-80 lb-in) **see Figure 3**.

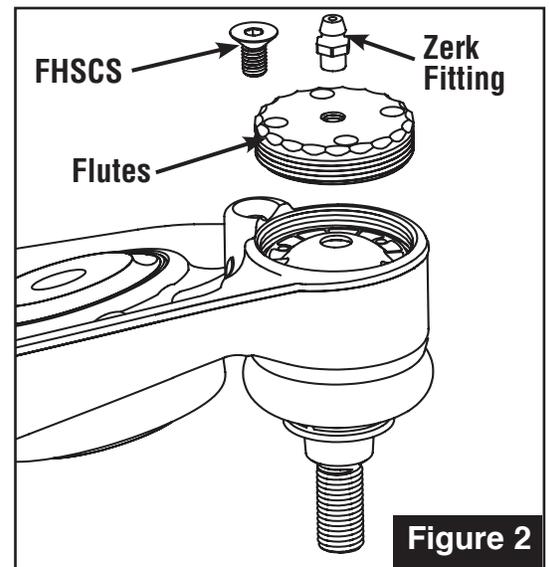


Figure 2

15. Apply blue loctite 242 to clean threads of M6 FHSCS and reinstall over cap. Tighten cap further only as necessary so that FHSCS seats into recessed "flute" of cap firmly. Torque to 9 Nm [80 lb-in].
16. Remove used flange nut from ball stud and discard.
17. Re-install control arm into vehicle using new flange nut, following procedures listed in part #72610 instructions.

**NOTE: It may be necessary to re-align vehicle after ball joint rebuild.**

\*SPC requires use of a NLGi #2, Grade LB chassis grease with 3%-5% Molybdenum Disulfide.

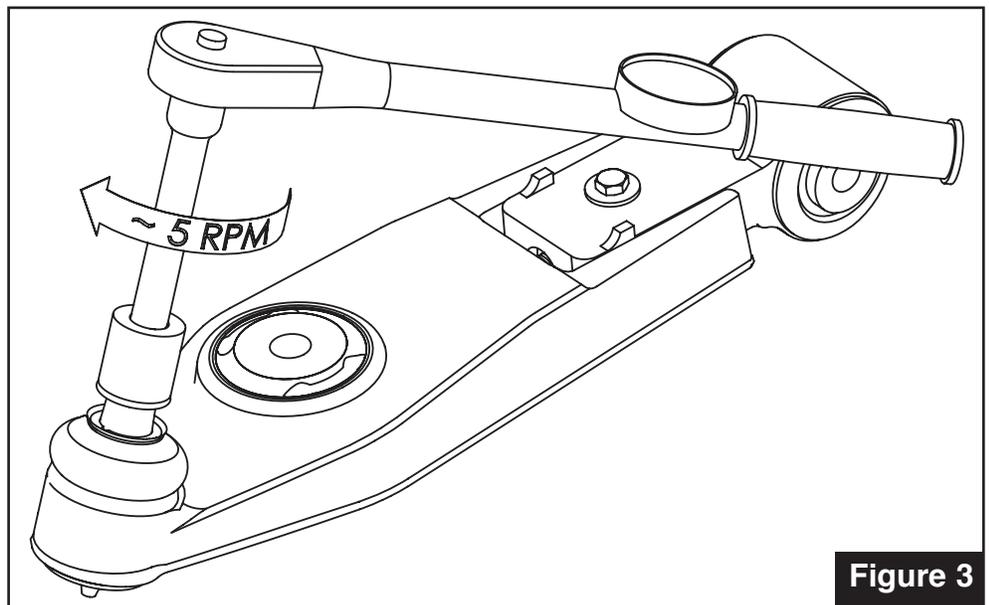


Figure 3



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