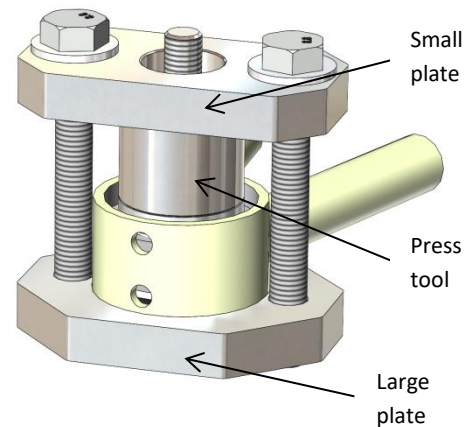


For general instructions on removing the wheel and brake calliper and splitting the ball joint from the hub carrier, information can be found here:

https://wiki.seloc.org/a/Change_a_balljoint_and_damper

Ball joint removal (described for lower ball joint, upper is the same but upside down)

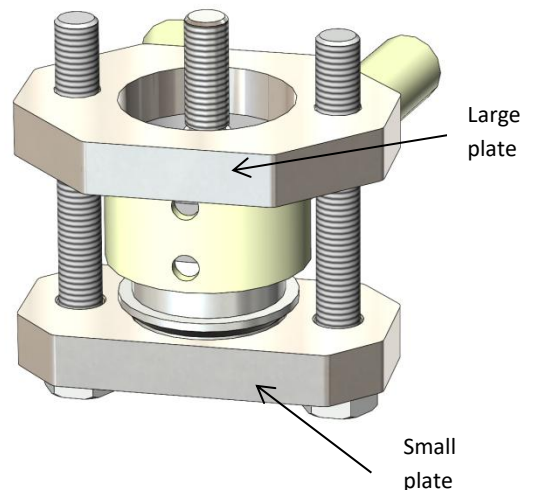
1. Remove rubber dust boot from current ball joint.
2. Apply a little oil or grease on the threads of the two bolts supplied and fit a washer on each.
3. Place the tools larger plate (and hole) under the ball joint, so the wishbone cup and arm is sat in the recess.
4. Place the cylinder "press tool" on the ball joint face that's been uncovered by the removal of the dust cover.
5. Place the tools smaller plate (and hole) on top of this with the recess locating on top of the cylinder.
6. Screw the 2 x M12 bolts down through this and into the threaded larger plate.
7. Tighten up the bolts evenly (using 19mm spanner or socket) two turns each until the ball joint is pushed out of the housing. It should take 15 or 16 turns (approx. 26mm travel) to release.



Ball joint fitting (described for lower ball joint, upper is the same but upside down)

Note, for fitting a ball joint the tools cylinder part is not required.

1. Smear the new ball joints rubber boot with grease (this will help it slip through without snagging).
2. Position the (frozen for 24H helps) ball joint under the arm with the thread upwards.
3. Put the tools smaller plate underneath recess upwards.
4. Place the tools larger plate on top with recess aligned with the cup.
5. Fit the greased and washer fitted bolts upwards.
6. Tighten up the bolts evenly (using 19mm spanner or socket) two turns each until the ball joint is pushed fully into the housing. It should take approximately 15 or 16 turns.



Any issues, contact Jordan Engineering

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