



Precision Upper Ball Joints Guide



Installation

Press In - install the ball joint on the topside of the upper a-frame being sure that you are pressing squarely only on the ball joint housing. When pressing in the ball joint do not press on the adjuster cap or you will damage it. An object with a 1-3/4" or greater I.D. should be sufficient. **We recommend tacking the housing into the arm 90 degrees from the retaining ring slot and 180 degrees from each other.**

Adjusting The Lash

Lash can be set with the a-frame attached to the car if the spring is unloaded and the ball joint taper is free from the spindle. There are 32 adjustment points available from the gold retaining ring. Tighten the cap until the joint is snug, then loosen to the next lock position on the gold retaining ring. There are 16 lock positions per side of the ring. The joint will be tight and not movable by hand after the first adjustment. Once adjusted add grease.

Break-in Period

A break in period of one track day or 500 miles is required to lap the stud into the ball joint cup. Once you have obtained this the lash should be readjusted and grease topped off.

Maintenance

Grease after every 300 to 400 laps with low friction grease. We use Red Line CV2. Unlike conventional ball joints, a V8R balljoint will only accept grease until it is full (typically, one pump or less is required). Once the grease passages are full they will not vent, the pressure from the grease gun can make it difficult to remove the gun from the zerk. To relieve the pressure work the ball stud around to vent grease onto the ball, if the ball joint is on the vehicle, bounce the suspension for the same result. Disassemble annually or every 2000 laps to adjust the lash.

www.V8Roadsters.com

sales@v8roadsters.com

813-532-2786