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2000-2018 Dodge 2500/3500 Installation Instructions

1. Place upper and lower assemblies in freezer for at least an hour to lessen amount of force needed to press into knuckles.
2. Upper assemblies will be pressed in from the top and the lower assemblies will be pressed in from the bottom of the inner C (Figure 1).
3. Start cups into holes by hand to ensure a straighter start. Using a balljoint press, push assemblies into place with pressure on the cups and not the bearings themselves. Take your time and pay attention to the cup going in level. You may have to press and loosen up the tool to rotate it to the high side of the cup incrementally to ensure it goes in straight.
4. Press cups in until shoulder stops progress (Figure 2).
5. Anti-seize should be applied to both pieces of hardware at this time. Apply a thin layer to the upper bolt from the underside of the bolt head flange down approx 1". Apply anti-seize to the smooth portion of the lower stud above the taper/below the threads. NO NOT APPLY ANTI-SIEZE TO THE TAPERED PORTION OF THE BOLTS.
6. Insert taper of lower stud into the corresponding taper of outer knuckle and raise outer knuckle to the inner C, inserting the top of the stud through the bearing assembly. You should see only the threads of the stud sticking from the top of the bearing (Figure 3).
7. Loosely apply ¾" low profile lock nut on the lower and slide stud through the top assembly being sure the seal/shim have been placed on the upper assembly. Tighten the lower locknut of the top assembly to 40ft/lbs and hand tighten the 7/8" nylock on top of the upper. See Pic #3b below. This will hold the knuckle in place and allow the lower stud to firmly seat into the knuckle to allow it to be tightened.
8. Apply ¾" nut to the bottom of the lower assembly and the low profile 5/8" nut to the bottom of the upper assembly and torque both to 40ft/lbs to seat each stud into the female taper of the knuckle.
9. Time to move on to the top nuts of each assembly. These 2 nylocks control the steering firmness so follow the torque sequence!! Starting with the top nut of the lower assembly torque it to 30ft/lbs, then torque the upper 7/8" nylock to 30ft/lbs.
10. Increase the torque on these 2 nylocks ONLY in increments of 5ft/lbs rotating the outer knuckle afterward until mild resistance is needed to rotate knuckle. You should be near the 40-45ft/lb mark before rotation starts to firm up. (**NOTE**: Overtightening these nylocks will reduce return to center of the wheel when driving.)
11. Apply 2nd low-profile ¾" locknut to bottom of lower assembly (double nut).

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12. Apply RTV silicone to the underside of the dust cap (after test fitting the cap) as pictured below and after cleaning the surface of the knuckle of debris place cap over the lower assembly (Figure 4). (Note: 2000-2013 trucks will have a recessed area which is pictured below. 2014+ trucks will not have this and the cap will be smaller, actually inserting into the top of the machined cup as seen below in Pic #5). Choosing not to run the cap will void the replacement warranty of the lower spherical bearings as they will load up with debris and prematurely wear.
13. Apply paint pen to edge of locknuts and upper/lower bolts to easily identify any loosening of hardware. Marking the knuckle and the nut will give false indications of loosening.
14. Steering is usually firm after initial install and will break in at around the 500-1000 mi mark in most instances. The more driving done with turns (city driving) the quicker the spherical bearings will break in.

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Figure 1: Pressed in assembly

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Figure 2: fully seated cup

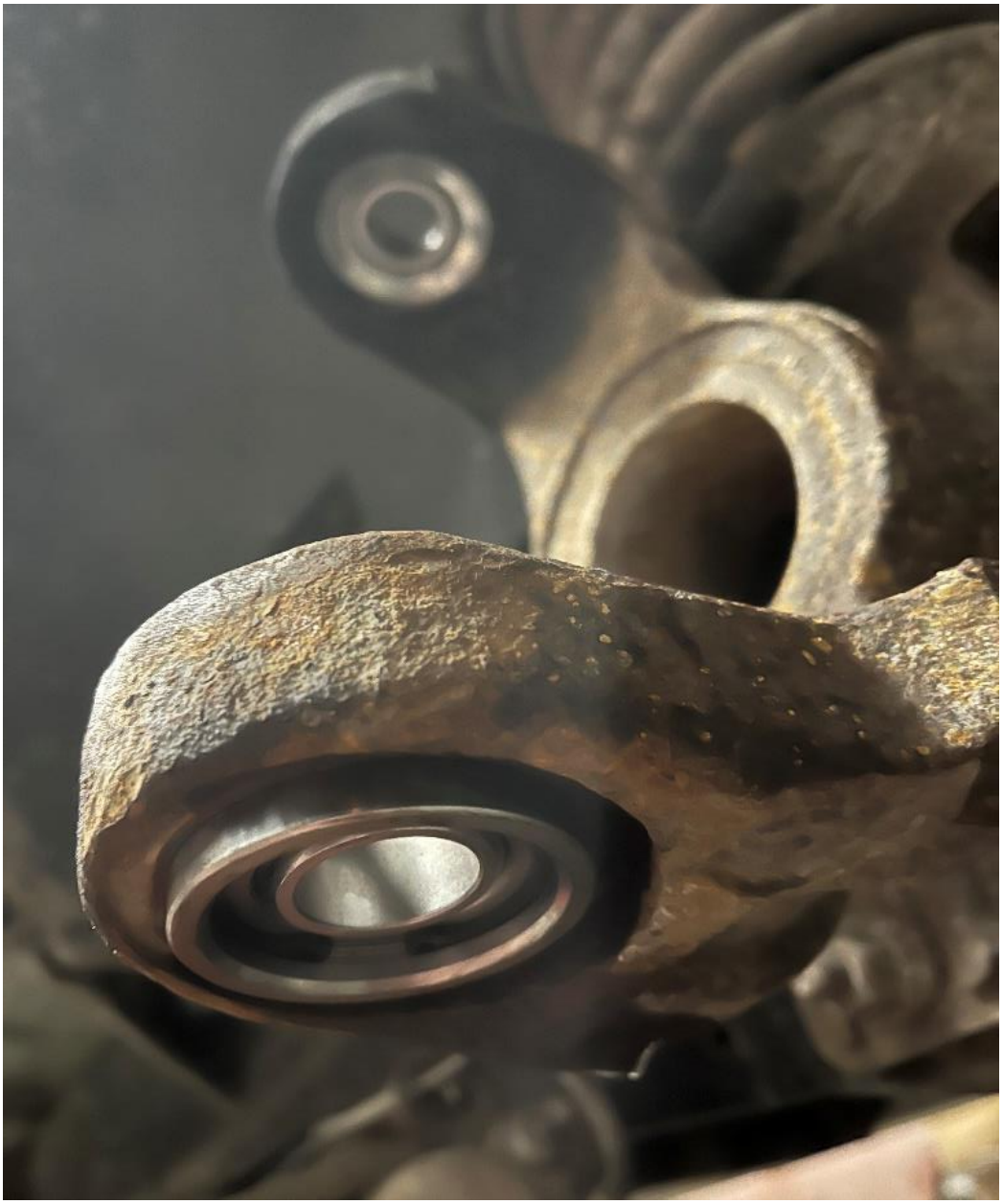

Figure 3a: Only the threads showing

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Figure 3b:

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Figure 4: Dust cap installation

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Figure 5:

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