

American Iron

Old School D44 Installation Instructions

1. Install caster/camber adjuster flush with the top of the inner C. (See pic 1).
2. Insert top bolt from the bottom to corresponding taper of adjuster.
3. If the top (narrow end) of taper passes the surface of the insert you will use the supplied shims. (See pic 2). Failure to use shims in this instance will keep taper from seating fully and/or will result in stripped threads. (See pic 3).
4. Using a 13/16" wrench on the flats machined into the shank, tighten upper 5/8"-18 nylock nut to 60 ft/lbs.
5. Follow the same procedure for the lower shank and tighten 3/4"-16 nylock nut to 60 ft/lbs.
6. Before pressing cup assemblies into outer knuckle ensure the correct orientation- the top cut has a taller shoulder, the lower is a shorter shoulder. (See pic 4).
7. Press top cup in from the top and the lower cup from the bottom all the way to the shoulders. (See pic 5).
8. Place seal & shim on top cup and place shim ONLY on top of the lower cup. (See pic 6 and 7). Slide the knuckle upward onto the studs from the bottom. (See pic 8).
9. Thread 3/4"-16 nylock nut onto the bottom of the upper assembly and leave it loose for now.
10. Move to the lower assembly now. Put shim in place before threading the 3/4"-16 onto the bottom lower stud.
11. Torque sequence: torque each lower nut of top/bottom assemblies to 40 ft/lbs. Continue this torque sequence in 10 ft/lb increments rotating the knuckle between torque sequences. Do not exceed 60 ft/lbs. **If resistance is felt at 50 ft/lbs it is acceptable to stop tightening.**
12. The knuckle should be able to be rotated with 1 hand and will have some resistance felt. (This is the spherical rotating inside the race of the bearing.)
13. Check for vertical play once assembled and mark the bottom of the nut & stud with a paint pen to quickly verify any loosening with use. (See pic 9).
14. Exceeding torque values will result in excessive clamping force and reduce return-to-center of the wheel while driving.
15. There will be gaps between the C's and knuckles on top and bottom. This is normal and isn't seen with a balljoint due to the grease boot. To double check outer knuckle height, fully rotate knuckle and see where steering stop contacts pad on inner C. (See pic 10).

Thank you for choosing Balljoint Delete Systems by American Iron!
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