

INSTALLATION INSTRUCTIONS

BJ-675-17 Ballistic Joint 2.63"

Ballistic Fabrication produces products for custom vehicles. Many products require general welding and fabrication skills. Welding should only be done by a competent welder. Ballistic Fabrication is not liable for improper installation. Check with local laws if your vehicle is driven on the street as some Ballistic Products may not be street legal in all states.

Assembly Tools

- An open ended spanner wrench is available for service on the vehicle, see Figure 2.1.



Figure 2.1 (Open End Spanner Wrench - TOOL-2804-3)

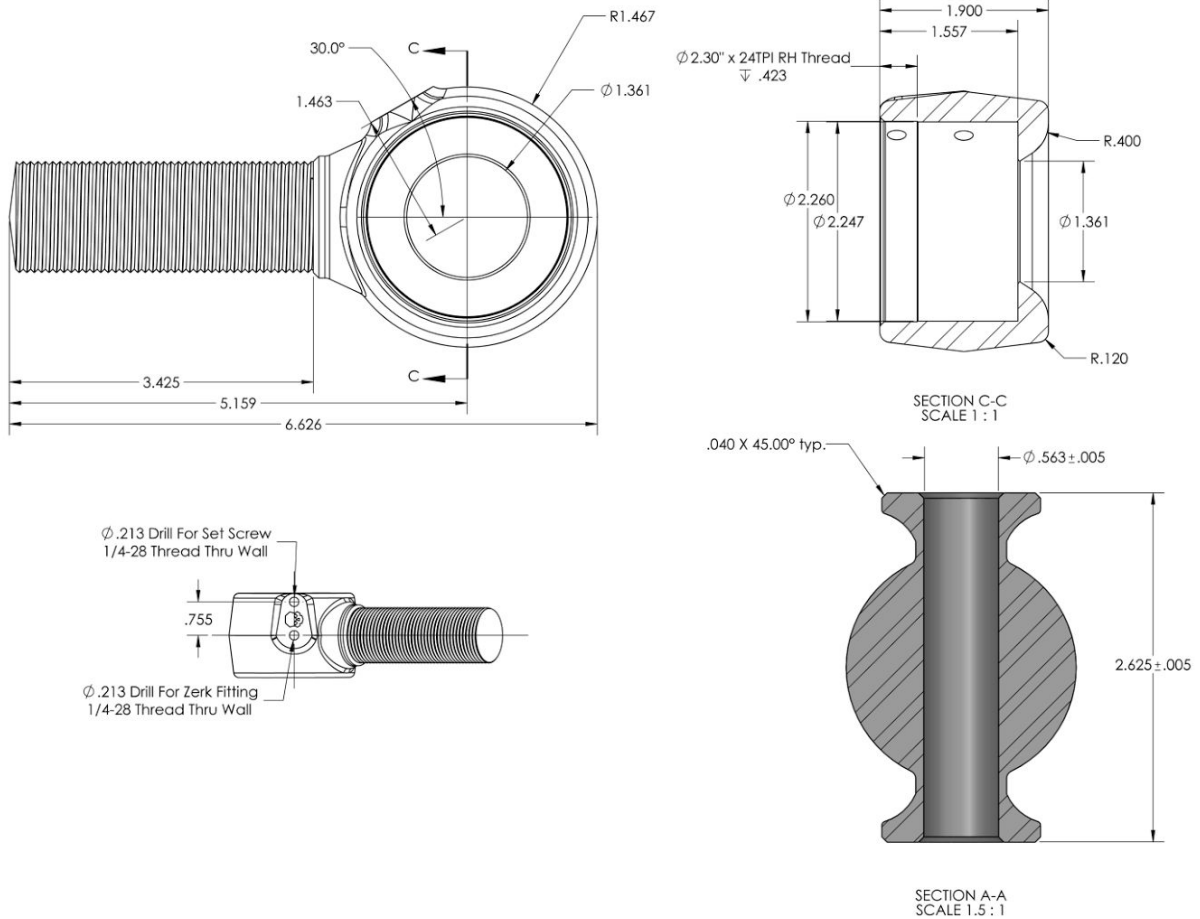
- A socket style wrench for initial assembly and maintenance while off of the vehicle is also available, see figure 2.2.



Figure 2.2 (Socket Style Spanner Wrench - BJP-675-9)

Specifications

- Thru Hole Size: 9/16", 5/8" or 9/16" with 2.375" Mounting Width
- Shank Size: 7/8", 1.0" or 1.25"
- Thread Direction: Right or Left Hand



Initial Assembly

Note: During initial assembly care should be taken so that the protective zinc coating on the joint is not damaged or scratched. See Figure 3.1 for proper install order of parts.

Assembly Procedure

- Press the inner Polyurethane race into the body of the joint until it is firmly seated against the back inner face of the body.
- Insert the bearing into the body of the joint until it is seated on the resting surface of the inner race ensuring the bore of the bearing is perpendicular to the flat faces of the body.
- Press the outer Polyurethane race into the body of the joint until it is firmly seated against the bearing.
- Thread the spanner nut into the body of the joint until it is seated against the outer race. The spanner wrench pin holes should be facing outward.
- Torque the spanner nut to 25 ft/lbs and turn the spanner nut to the next flat seat with the set screw notch, not to exceed 60° of rotation.
- Install the set screw until it is firmly seated against the spanner nut. Torque Spec: Not to exceed 150 in*lbs.
- Install the grease zerk into the body of the joint. Torque Spec: 100 in*lbs
- Using multi-purpose grease (MIL-G-23549 or equivalent), lubricate the bearing until grease seeps outside of the race surfaces. Remove any excess grease at this point. The rod end is now ready for use.

ITEM NO.	PART NUMBER	COMPONENT REFERENCE	QTY.
1	2.63" Ball	BJP-675-6	1
2	Forge Housing	MAT-3000-1	1
3	.25 - 28 Zerk	BJP-645-4B	1
4	ThermoSet Poly Race	JAM-719	2
5	1.25-12 TPI RH	MAT-3001-1	1
6	SSOVALSKT 0.25-28x0.5-HX-N	BJP-675-2	1
7	2.63 Spanner Nut MRK 3	BJP-680-7	1

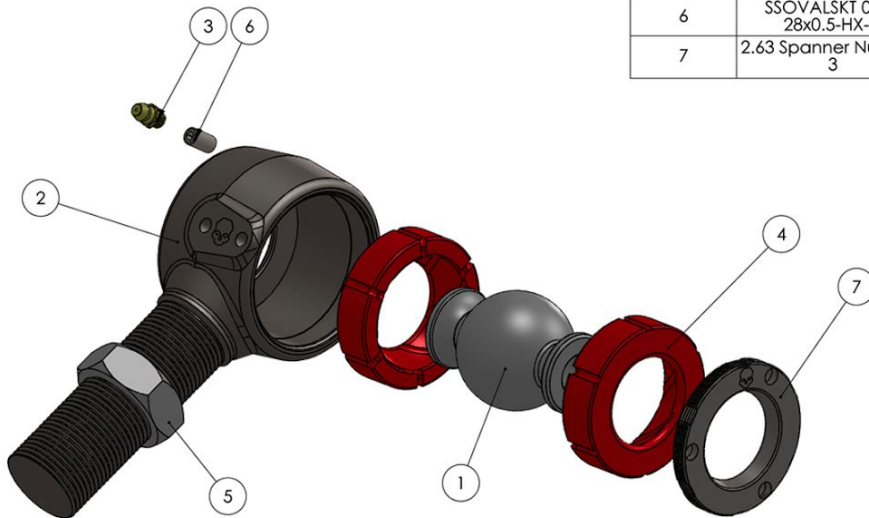


Figure 3.1 - Assembly

Maintenance

- The joint needs to be lubricated with multi-purpose grease upon installation and every 2000 miles thereafter.
- Upon receiving the joint it should be properly assembled, but not lubricated, which will need to be done upon vehicle installation. Please revert to step 8 of the assembly instructions for the proper lubricant specification.
- The spanner nut should be re-tightened after the first 300-500 miles of travel or 10 hours of service and checked during the regular service intervals of the vehicle thereafter. The Nylatron races were designed with enough surface area so as to not prematurely wear under the rigors of off-road use as long as the specified maintenance tasks are performed. Not following the specified maintenance tasks will lead to premature wear and shorten the lifespan of the bearing and races.
- During the regular service intervals of the vehicle each joint should be checked for axial play between the bearing and races. If there is movement the spanner nut should be tightened sufficiently so as to remove this movement following the same torque sequence as outlined in the assembly instructions above. This can be done with the joint on the vehicle using the open ended spanner wrench. The Nylatron races have reached the end of their usable life when the spanner nut can no longer be tightened sufficiently to remove radial or axial play from the bearing. Rebuild kits are available under part number BJ-673-1.