



SERVICING YOUR EMF LOWER BALL JOINTS

Before you rebuild, have you tightened the Ball Joints? These products should last you a few years before having to rebuild so we have to ask this question first.

If at any time you start to feel Up and Down play in your Lower joints it could just be because the ring loosened off. Try backing out the set screw on the side of the body and tightening the ring. You only need to tighten it enough so the up and down play is gone but the pin will move freely from side to side. This will often be a very light tightening for the lower ball joint ring because this will allow for free steering with no return to center issues that come from a very tight ball joint. Put the set screw back in the side of the body. If that still didn't solve the problem and you still feel play then they do need to be rebuilt!

REBUILDING YOUR EMF LOWER BALL JOINTS

 A photograph of an EMF Lower Ball Joint Housing. It is a black, cylindrical metal component with a threaded pin extending from the bottom. A thin wire is attached to the side of the housing.	<p><u>Do not remove the ball joint from the knuckle of the vehicle.</u> The beauty of EMF Ball Joints is that rebuilding of the joint can be done while they are still in the truck! With the Lower Ball Joints, it will require using a pickle fork to drop the knuckle down first so you can get at the adjusting ring.</p> <p>Step 1 - Remove the Set Screw from the side of the Upper Ball Joint Housing. Do not lose this set screw! Set aside in a safe place as you will need to reuse it. If you did lose it, you need to find a 10-32 x 1/4" CONE point Set Screw or order a new one from us.</p> <p>**IMPORTANT** Failure to remove this set screw first will result in damage to the ring threads and you will have a heck of a time getting this ring off, if at all.</p>
 A photograph showing a spanner wrench being used to remove a ring from the ball joint housing. The wrench is inserted into the side of the housing, and the ring is being pulled out.	<p>Step 2 – Using a Spanner Wrench, (After the Set screw is completely removed from the housing first) remove the ring, clean from any grease, dirt or debris and set aside. You will need to reuse this ring.</p>
 A photograph showing a pick being used to remove a spiral lock from the ball joint housing. The pick is inserted into the side of the housing, and the spiral lock is being lifted out.	<p>Step 3 – Using a pick, find the end of the Spiral Lock and stick the pick under it to remove the Spiral Lock from the body. Clean any grease or dirt off and set aside, you will still need this to rebuild.</p>

	<p>Step 4 – Remove the Top Race and the the pin from the housing and set aside. You do not need this any more if you have a new rebuild kit as it will contain 2 new races and a new pin.</p>
	<p>Step 5 – Remove the Bottom Race from the Ball Joint Housing and set aside. You will not need this race any longer if you have a rebuild kit. All the pieces should now be out of the housing. Clean the housing of any grease, dirt and debris as best as you can.</p> <p>Now in Reverse, start rebuilding.</p>
<ul style="list-style-type: none"> - First in goes the new Lower Race. You can tell it's the lower race because it will have a Chamfered Edge on the bottom of it and it's the bigger of the two. Press it right down to the bottom of the Ball Joint housing. - Second goes the pin. We like to put a little grease on the ball of the pin before putting in the housing to allow some assembly lube to ease movement before greasing. - Third goes the new Upper Race. You can tell it's the upper race because there is no Chamfered edge, it's only square. Seat it right in there beneath the Spiral Lock Groove inside the body. 	<ul style="list-style-type: none"> - Fourth, replace the spiral lock you set aside. (Spread the spiral lock apart with your fingers and using the end of the pick press the end into the spiral lock groove and then follow along with your pick until the spiral lock is back in place). - Fifth, put the threaded Ring in and tighten with the spanner wrench by hand very lightly. There should be no play up and down, but the pin should move freely from side to side. You may have to back off the ring slightly to achieve this. - Sixth is to put a little dab of purple or blue thread locker on the set screw and screw it back into the body. - Last is to grease that puppy! If rebuilding all 4 Ball Joints at once – Grease the Lower first and then the Uppers Second.

That's it! If you have any questions or problems at all, please feel free to text Clayton on our Tech Line at 403-999-0592 Day or Night and we will try to respond as quickly as we can.

Thank you for supporting a small business and running our EMF Products in your vehicles! [HTTP://EMFBALLJOINTS.COM](http://EMFBALLJOINTS.COM)



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