

PART NOS. 23850, 23852, 23854

Instruction Sheet **HEAVY DUTY SCREW-IN PIN JOINT**

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

NOTE: Due to the floating stud design of this Pin Joint, the stud may be able to be pulled from the housing. This is normal, it will be retained once the joint is installed in the vehicle.

Plan Ahead - Read All Instructions **BEFORE** installing part.

1. Before beginning any alignment, always check for loose or worn parts, proper tire pressures, and odd tire wear patterns. Replace any loose or worn parts before beginning alignment.
2. Determine amount of change needed and select proper SPC P/N.
3. Jack up axle & support with jack stands. Remove tire and wheel assembly. Support the knuckle/hub assembly so the upper balljoint can be removed.
4. Remove the nut on upper balljoint stud (30mm / 1-3/16").
5. Break upper balljoint loose from knuckle by turning it counter-clockwise. (60mm / 2-3/8") As the balljoint is unthreaded, it will become difficult to turn as it pulls the stud from the taper on the knuckle. If necessary, rap the knuckle with a hammer to help break the taper. Remove the balljoint the rest of the way, making sure hub is supported.
6. Install SPC Pin Joint of desired offset, making sure the stud enters the axle yoke properly. Thread it down until it offers resistance. This will seat the stud taper in the axle end yoke.
7. Install the factory nut on the stud of the SPC Pin Joint and tighten to 65ft/lb (38mm / 1-1/2"). If the stud turns with the nut, tighten the pin joint a little more, or use an 8mm allen wrench to hold the stud.
8. Loosen the SPC pin joint housing 2 full turns. If installing an offset pin joint, clock the index mark on top of housing to achieve desired alignment change. (**Fig. 1**)
WARNING: 4WD trucks must have joint installed with pin full in or full out for camber or axle seal may leak. 2WD trucks can dial back camber without issue.
9. Install jam nut on SPC Pin Joint. Tighten jam nut against knuckle to 100ft/lb to secure pin

joint housing from turning. Be sure the index mark is still aligned properly.

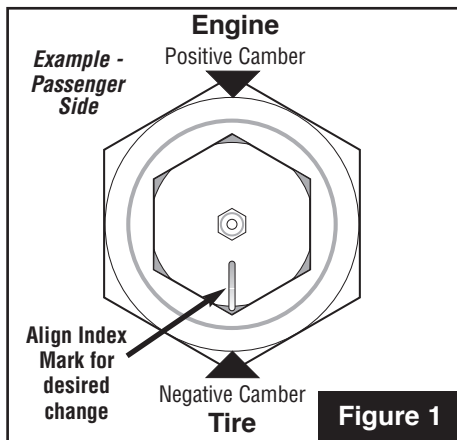
NOTE: SPC Tool 88360 can be used to torque the nut while a wrench holds the Pin Joint housing from turning.

10. Grease pin joint. Reinstall tire and wheel assembly. Lower the vehicle and confirm alignment settings. Road test vehicle.

Always check for proper clearance between suspension components and other components of the vehicle.

Maintenance:

This part converts the truck from a lube-for-life balljoint to a Heavy Duty Kingpin style Joint. This joint will require periodic greasing for longest life. Any suitable chassis grease can be used, and it is recommended that the joints be greased along with other steering components at every oil change, or after exposure to deep water or mud.



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