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How to (BALL JOINTS)

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Thread Tools Display Modes

09-15-2008, 06:51 AM

#1

MR. GADGET

Registered User



Join Date: Jan 2003
Location: RALEIGH NC
Posts: 371

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How to (BALL JOINTS)

This is a big write up with a lot of pictures but I thought it would help some people. I know a lot of people have been having problems with ball joints so when I did mine I took pictures and used only hand tools because a lot of people talk about how hard it is and what tools you must have. The ball joints were about \$75-\$80 or so each. The job took about 3 hrs or so on each side for me doing it with hand tools and not having help. The press with with cups for many axles was \$250 and the other tools I had. I was told around \$1100 \$1300 to do it and if they had problems with the rotor or bearing it would go up. Sounded like if it would not come off to start they just beat it off and charge you for a new one.

If the Mods don't want this post just let me know, if it is to big I can cut it down.

I just hear people that talk of working on the motor and doing lots of other stuff but when it comes to working on a big axle like this and you bring in the word Ball Joint, they farm it out. No need it's not that hard.

The one thing that I did not get into was the size of all the nuts bolts and sockets needed. Maybe at a later date I can add that and put the TQ numbers for everything. As I look in the shop book and other shop books plus the spec for the bolts of that size the TQ is all over the place, so get it good and tight and use lock tite. The TQ don't give a wet or dry number and most of the lock tite we can get is a wet, you will get higher numbers, then the dry, that they used from the factory. That is why I did not cover it.

Break loose and removal of axle nut. You may want to hit it with penetrator oil the night before or early that day.



break lug nuts loose



I drove up on ramps to make it easy to lift. only had to lift it a few inches.



Block the rear tires front and rear as you will be starting the motor and moving the front around a lot.



I used three jack stands and left the floor jack under as a safety just because you are moving a lot of stuff around and starting the motor. I have a front hitch that I used for the center. If you lift the side you are working on higher the oil will not run out and no need to do anything with the diff. In this case the drivers side is about three inches higher.



After removing the tire and wheel you have some retainers to pull off, this is a good time to hit the hub with a penetrator oil.



In this step you can give a little room for the pads, and it will let it drop on easy. If you don't do this you will need to get a pad pusher or C clamp and can damage you pads. That's why I did it on the truck it will just drop back on IF YOU DON'T TOUCH THE BRAKES WHEN YOU START THE TRUCK LATER.



Next take out the two caliper bracket bolts. Take the caliper and bracket off as one, no reason to break it down. Then tie it out of the way with some 550 cord.



Next use a wood block and a SFH and maybe a BFH... Never hit the rotor with steel. Tap, tap, tap all the way around several times.



Then move the wood block the the area between the cooling fins and tap,tap a few more times all the way around. It takes time but will come off. Don't go hitting it hard or with steel, it will damage the rotor or the bearing.



MR. GADGET

03 Ram 2500 Four Door, Long Bed, Light Almond, HO 6 Speed, 4x4, SLT, 3:73, LS, AFE air filter, Airaid MIT, SRT-10 Mopar A-pillar, Isspro 0-30 psi boost gauge, premium cloth 8 way power seats, tow package and fold out power heated tow mirrors, fold flat floor, under seat storage front and rear, keyless entry, fenderwell liners, SS nerf bars, Hidden Hitch front reciever, body side mouldings, Mopar mud flaps, Mopar Locking Gas Cap, Fog Lights, Tekonsha Prodigy Brake Box, Rancho RS 9000x shocks, Rancho RS 5000 steering stabilizer, GPS, VHF, CB, 800 Watt Power Inverter, Glasstite Raven High Rise Top, Warn 8000 Winch in reciever mount, and most of the bells and whistles(MORE TO COME)

89 Chevy K-5 Loaded For Offroad
NRA LIFE MEMBERSHIP 11-2-04

Quote

09-15-2008, 06:53 AM

#2

MR. GADGET

Registered User



Join Date: Jan 2003
Location: RALEIGH NC
Posts: 371

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How to (Ball joint 2)

Next back the four bolts out a little over 50% that hold the bearing on.



The front are harder to get to then the back.



This step is when you need to start the truck and then use a socket and ext to go from the bolt head to the axle tube and brackets. If you have someone help you remember take it slow and watch the hands the power steer is under a lot of pressure and you can bust stuff or that person. Just take it slow and move 1/4" at a time side to side. Back the bolts out more and keep going. You want it to come out square...



The front works better with two sockets, the other side of the axle can be done with the socket and ext.



So the hub comes out and shows why it is so hard, lots of rust...



Close up of the bearing and some of the rust.



After the bearing has been pulled then you can pull the axle shaft. It shows more rust and also the circle clip on the Ball Joint you need to remember to remove. Now is a good time.



After removing the nuts on the ball joint the outer will fall off and you can just chain it and the tie rod out of the way. If you need to use a pickle fork leave one nut on some, if not the thing will jump off and get you. Its heavy.



Now its time for the ball joints the upper old is coming out.



The lowed ball joint is coming out.



Quote

09-15-2008, 06:54 AM

#3

MR. GADGET

Registered User



Join Date: Jan 2003
Location: RALEIGH NC
Posts: 371

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How to (Ball joint 3)

Clean up of the outer, wire brush and file to get all the rust off.



Clean up of the bearing to get all the rust off.



Put the new upper ball joint in.



Put the new lower ball joint in.



Put both the grease fittings in, something the old ones should have had.



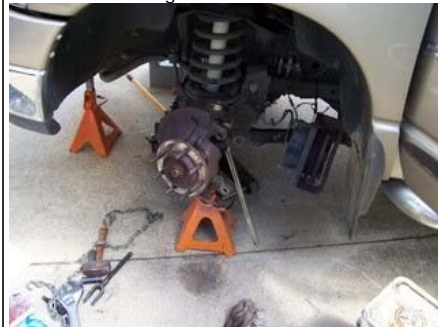
Put the outer on and get the nuts tight. This is what you can grease the joints and put the flat plug in the bottom joint.



Put the axle back in and put a good coat of never seize on it so if you ever need to pull the hub it will be easy. Put it on the axle spline and flange of the bearing.



Install the bearing and the four bolts that hold it and put lock tite on them.



Wire brush the face of the bearing so the disk will fit without using the BFH.



Its a good time to clean and look over you disks to see how they are and clean them up, wire brush out all the rust from the flange area.



Quote

09-15-2008, 06:56 AM

#4

MR. GADGET

Registered User



Join Date: Jan 2003
Location: RALEIGH NC
Posts: 371

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How to (Ball joint 4)

Install the brake caliper and mounting bracket with the two bolts and use lock tite. Add 4 lug nuts to hold the disk in place and seat it on the hub. Push your brakes by hand or foot to make sure the pads close up like they should and you will feel and should hear them some.



Put the tire and wheel back on and take it off the jack stand.
This is when you need to put what you got to get the big nut tight.



The center cap goes on and off for a ride.



And that be it time for some Beer..... 🍺

Quote

09-15-2008, 08:40 AM

#5

rogers259

Registered User



Join Date: Aug 2007
Location: Canal Winchester, OH
Posts: 466

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very nice write up!!!...printed that out and saved for when I get to do mine.

Matt

04.5 3500 SLT, QC, LB, SRW, 4x4, 3.73 Pacific Blue Pearl

Mods: ISSPRO gauges - trans, egt, boost, fuel, 48re Goerend Tranny, HTT 62/65/13ss, ATS Exhaust Manifold, FASS 150, DDP 50 injectors, CFM+, AFE Stage2, Donaldson 41", MAG-HYTEC - trans, rear, '08 Steering Upgrade, Dynatrac Ball Joints, Spyntec Locking Hubs, 1 Piece Driveshaft, 285/75/17 Nitto Dura Grappler, Bilstein shocks, Smarty Revo

Quote

09-15-2008, 09:22 AM

#6

chadder1313

Registered User



Join Date: Jan 2007
Location: Falling Waters, WV
Posts: 289

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Sweet! Thanks man!

2006 2500 QC SB TRX4 G56
Smarty S06 TNT
Edge Juice w/ Attitude
SBC 3600
aFe Magnum Force Stage 2
aFe Blade Runner
4' Straight Exhaust
Leveling kit
Line X

Quote

09-15-2008, 11:20 AM

#7

Pooter

Registered User



Join Date: Dec 2005
Location: DFW, TX
Posts: 2,612

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Awesome writeup! And finally some good pictures to explain it all too.(Didnt seem hard, but I am a visual/hands on learner)

We need to have a mod put this in the DTRwiki

'07 2500 Mega 2wd/G56
Smarty, CAI w/Amsoil, 5" TBE, RER My Gig, Pioneer 6x9s/6.5s, 2-12" Kicker CVTs
Drop shackles, Black 20" Hoss' w/ Toyo Proxes 305/50/20s

Quote

09-15-2008, 12:34 PM

#8

AIK

Registered User











Join Date: Oct 2002
Location: Richmond, B.C.

Excellent write up.

This is not related to the topic, but I noticed that you have front mount hitch on the truck. I hope you don't mind me asking, but what make is the hitch?


06 2500 SLT,4x4,auto,Q/C,SB,black&silver

Posts: 346 My Photo Gallery My Classified Ads 	SOLD - 92 W250-LE,4x4,5spd,3.54,Borgeson steering shaft, Factory Tach,Isspro Pyro & Boost,PDR HX/35 16cm2 Turbo,PW injectors,230 hp Pump,Lear Cap,KDP is dead! <div style="text-align: right;">Quote</div>
09-15-2008, 12:47 PM #9	
MR. GADGET Registered User  Join Date: Jan 2003 Location: RALEIGH NC Posts: 371 My Photo Gallery My Classified Ads 	Hidden Hitch front reciever Thanks guys..... <div style="text-align: right;">Quote</div>
09-15-2008, 01:16 PM #10	
Mocho Registered User Join Date: Jun 2008 Location: Edmonton, AB Posts: 791 My Photo Gallery My Classified Ads 	Very good writeup, makes me feel a lot better about doing them myself. Only question is did you also replace U-joints at same time? Seems like a lot of people say to do both at once as they are easy to get at when doing ball joints? _____ Gone but not forgotten. 2004.5 3500 Quad Cab 4x4 CTD Laramie 6 spd std Mods: Edge Juice with Attitude 8.5" lift 38x15.50R20 Nitto Mud Grapplers 20x10 Moto Metal 951's Chrome Road Armor Bumper And so much more.... <div style="text-align: right;">Quote</div>
09-15-2008, 01:28 PM #11	
MR. GADGET Registered User  Join Date: Jan 2003 Location: RALEIGH NC Posts: 371 My Photo Gallery My Classified Ads 	I had plan on doing them, I had them in hand and would say to anyone that is going to do the ball joints, get the U joints, you may need them. I was thinking about doing them anyway but its hot down here and when I pulled the shaft out the seals were 100% and the joints were the same, not a problem with them at all. Most of my 4x4ing is on the road and moving my big trailer and camping. The old truck they were shot at 75k miles but that one was in mud and sand, the seals were shot and two cups had no rollers in it. I did extra cleanup so as the next time I do brakes I will do the joints and it should go fast to pull the hubs off. If I was 20 years younger the heat would not get me and I would have done it all. As you get older you do stuff that only takes 3-4 hours in the sun. <div style="text-align: right;">Quote</div>
09-15-2008, 01:53 PM #12	
tool Registered User Join Date: Sep 2002 Posts: 1,442 My Photo Gallery My Classified Ads 	Thanks for the great post I will be using this wehn I do my Ball Joints. Very helpful. _____ '06 2500 Mega Cab, New Feb '07, 4x4 SLT loaded, 6 speed, Sun Roof, all the goodies, B&W Gooseneck hitch, Prodigy Controller,Stock so far. 140,000 Miles Towing 2009 Sooner Ranch SR724 Stock trailer Sold: '99 2500 Quad Cab 4x4 5spd. 24V CTD Short-box, Sport, Loaded, 30,000 # Draw-Tite Gooseneck hitch, stainless flares and grill insert, silencer ring gone, straight pipe with 6" tip. BHAF, Van Aaken Smartbox. 250,000 miles DTR Mega Cab Club member #9 <div style="text-align: right;">Quote</div>
09-15-2008, 05:43 PM #13	
Jeff in TD Registered User  Join Date: Jan 2004 Location: Oregon Posts: 2,906 My Photo Gallery	Thank you for the write up. I wonder if a person with the Harbor Freight ball joint press has to buy the kit of extra cups? The other tool I don't have in my garage I suppose would be 3/4 drive ratchet set and a torque wrench that goes high enough for the axle nut... Anyhow thanks for the great write up. I will book mark it. _____ O6 Inferno Ram dually Laramie 4x4, stick, jake, B&W, BrakeSmart. Tows 394F Patio Hauler w/ Honda 500 Foreman, and 680 Rincon.

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09-15-2008, 06:21 PM #14

P.J
Banned



Join Date: Jan 2005
Location: Port Deposit, MD
Posts: 5,046

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Needs to be put into the tech section.

Thanks for taking the extra time with the camera, nice work.

[Quote](#)

09-15-2008, 06:30 PM #15

wiskeyVI
Registered User

Join Date: Oct 2006
Posts: 660

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AWESOME job!!
Thanks

2006 CC, Laramie 3500, Auto, 4x4, 5.9 HO, Smarty Jr., Cool Blue Hose intake, Donaldson 51", HOG 6" Tip, H2 Wheels, Bilsteins on the corners, ARE cap w/Yak Rack, Easy Lift Tailgate Assist, Vent Kit, Perimeter Lighting, Prodigy, Pacbrake PRXB & Bags, OilGuard filter system ...

O9 Grand Junction 5ver.

Retired-USA/EOD

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