



Ball Joint Spacers for IFS Suspension

- 1) Block rear wheels, place front end of truck on jack stands supported on the frame and remove the front wheels.
- 2) Remove the original upper ball joint hardware.
- 3) Knock the studs out of the ball joint with a small hammer. This is done most easily if the joint is pressed against the arm supported with a floor jack.
- 4) Remove the factory shock.
- 5) Trim the lip. An angle grinder with a cut-off wheel or a small reciprocating saw works well. Trim enough to allow installation of the spacer.
- 6) Put the spacer in place, NOTCH FACING DOWNWARD and, using a floor jack to control arm height, align the ball joint and install the hardware. The notch acts as a weep hole to let any water that gets in from above drain out to prevent the ball joint from rusting out.
- 7) Tighten ball joint hardware using the provided nylon lock nuts.
- 8) Install new extended length shock.
- 9) Repeat for other side.
- 10) Re-install the wheels.
- 11) If the end of the upper control arm is too close to the tire at this point, there are a few options:
 - You can replace your wheels with a higher off-set.
 - You can add a 1/4" wheel spacer to move the wheel/tire away from the suspension.
- 12) Put the vehicle back on the ground.
- 13) For low profile bump stops only:
 - Shim them approx. 1/2" with some washers or use stock bump stops.
 - Failure to do so could result in damage to CV joints, shocks, or other components
- 14) Even with stock bump stops, you may experience some CV axle binding.
 - To check, let the suspension hang' at full droop.
 - Rotate each CV axle shaft by hand and check for any binding at the CV joints.
 - If felt, several options to fix it are available:
 - Add some shims for the low profile bump stops.
 - Or install a front differential drop kit to lower the differential and thus lessen the CV joint angles.
- 15) ***Get an alignment!***