

HOW TO INSTALL A SELF-LOCKING NUT ON A BALL JOINT WITH A TAPERED STUD

MOOG® Ball Joints

Problems Tightening Self-Locking Nut

When installing the self-locking nut on a ball joint with a tapered stud, it can be difficult to get the nut properly tightened. Featuring two stakes at the top, overcoming resistance in the tight space of the suspension assembly is a challenge. This can be an issue with MOOG lower ball joints like the [K8607T](#) for the 1999-2019 Ford F-250/F-350 Super Duty and the [K500141](#) for the 2005-2019 Ford F-450/F-550 Super Duty.



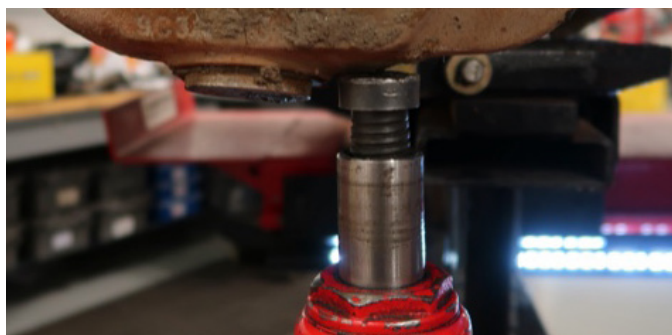
Old OE Nut (Left) vs. New MOOG Nut (Right)

To get the nut properly tightened, there are two different methods that can be employed—using a jack or using the old ball joint hardware.

Tightening Nut Using a Jack

Step 1 – Place jack under knuckle.

Step 2 – Jack knuckle up until taper engages with axle.



Step 3 – Tighten to the first torque specification in the reassembly procedure.

Step 4 – Lower jack and proceed with reassembly procedure to install components.

Tightening Nut Using Old Ball Joint Hardware

Step 1 – Install old nut.

Step 2 – Tighten to the first torque specification in the reassembly procedure.



Step 3 – Remove old nut.

Step 4 – Install new nut.



Step 5 – Tighten the new nut to the first torque specification in the reassembly procedure.

Step 6 – Continue with reassembly procedure to install components.

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