1999 Durango Upper Ball Joint Replacement

This document is meant to help in the replacement of the upper ball joint of a 1999 Durango 4x4. It is meant as a guide and may be helpful with other year models.

Many thanks to all those people who’ve been there with so much information over the years at the Durango Owner’s Club (DOC).

Tools needed

- Jack (preferably hydraulic shop type)
- Jack stands
- Ratchets and/or wrenches
  - 13mm, 18mm, 21mm (13/16”)
  - Two 17mm wrenches
  - Two ½” sockets
  - 3/8” wrench
- Torque wrench (25 ft-lbs and 80 ft-lbs)
- Grinder and/or Cut off wheel
  - Grinder – electrical powered
  - Die Grinder – air powered. This works better. It is easier to handle.
- Ball joint separator
- Side cutter (large wire cutter)
- Hammer and punch
- Maybe drill and drill bits
• Replacement ball joint (Moog K7242) – 1 for each side of vehicle

Procedure

1. Raise and support vehicle.
2. Remove wheel and tire assembly.
3. Using a 13 mm socket, remove brake hose bracket from upper suspension arm.
4. Support suspension with a jack.

5. Remove shock. You will need two 17mm wrenches for the top and 18mm socket for the bottom bolt.
6. Remove cotter pin and nut holding the ball joint in place.
   a. Hint: Cut looped end of cotter pin with a wire cutter and then use it to pull the pin out from the other side. This is much easier than trying to straighten the bent end and pull.
b. 21mm or 13/16” socket/wrench to remove nut. After removal, leave the nut just on. This is help keep things together when you separate the ball joint in the next step.

![Image of the nut being removed](image1.png)

![Image of the upper control arm separated from the spindle](image2.png)

c. Using a BJ separator, separate the upper control arm from the spindle.

7. Use a grinder to grind the rivets away.
Rivets prior to being ground away

Carefully grind the rivets away until you can see an outline of the rivets in the ball joints. Be careful not to grind the control arm.

8. Now using a hammer and punch, hammer the rivets out. This will take a little work but don’t give up. If you like you can drill the rivets from this point, they will punch out easier.

Ground rivets with hammer and Punch prior to removal

Ball joint with two of three rivets removed.
This is what the control arm looks like without the ball joint.

9. Using two ½” sockets bolt the new ball joint into place. Torque these bolts to 25 ft-lbs.
10. Install rubber boot and assemble ball joint stud to spindle and bolt the 13/16” nut to 80 ft-lbs.
11. Insert cotter pin. If the hole does not line up, tighten nut until the hole lines up. Never loosen the nut.

12. Insert grease fitting using a 3/8” wrench.

13. Using a grease gun, grease ball joint.
15. Install brake line bracket to upper control arm.
16. Double check all bolts and nuts.
17. Install wheel and tire assembly.
18. Test drive
19. Take vehicle for an alignment.