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Service Tips and Best Practices

Nissan and Infiniti Control Arm Ball Joint Seating Cone

Brand	Original Grade/Supreme	Product	Control Arms	Date	August 2021
Part Number(s)	Various				

After removing the original control arm from some Nissan and Infiniti applications, in some cases the Professional Technician may notice the ball joint portion of the Mevotech replacement control arm appears different in comparison.

Occasionally, when removing the original part from the steering knuckle, the ball joint seating cone will become seized to the ball joint stud. Essentially, instead of remaining positioned in the steering knuckle bore when the control arm is removed, the cone will be extracted along with the ball joint. This will lead to the above-mentioned visual discrepancy. **See Figure 1**.

It is important to adhere to the factory service manual for all removal procedures when separating a ball joint from a steering knuckle or control arm that uses a cone. Often, a special tool will be required or specified to retain the cone in the bore as the ball joint is removed.

If the cone must be removed from the ball joint stud for reuse, it must be separated carefully. A combination of penetrating oil and a three-jaw puller will usually suffice. All rust and corrosion must be cleaned from both the cone and steering knuckle or control arm bore. Additionally, the cone and mating component must be inspected for any damage and/or an 'out-of-round' condition. Do not reuse the cone or mating component if signs of damage or abnormal wear are found during inspection.



Figure 1. Typical Nissan and Infiniti ball joint seating cone (circled). This cone may become seized to the ball joint stud and cause a visual discrepancy when compared to the new replacement control arm.

Always refer to the factory service manual for correct diagnostic procedures, component removal and installation methods, as well as fastening torque values and procedures where applicable. Only use a calibrated torque wrench for final fastening.

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