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Service Tips and Best Practices

Oversized Front Lower Ball Joint Install on 1995-2011 Ford/Mercury/Lincoln & Mazda Trucks and SUVs

Brand	Supreme	Product	Ball Joints	Date	March 2021
Part Number(s)	MK8695T006				

If a ball joint has been replaced numerous times on the same lower control arm for one of the below listed applications, it may be possible for the bore of the control arm receptacle to become worn and or enlarged. (**see Table 1**)

After installing a standard sized ball joint on a vehicle with an enlarged lower control arm receptacle, the professional technician will notice that the standard ball joint may fit "loose" and shift during vehicle operation. This may lead to further wear on the control arm, premature part failure and unsafe vehicle operation.

Mevotech Supreme ball joint MK8695T006 has been designed with an oversized increased diameter of ~0.06" (0.15mm) to accommodate for an enlarged control arm receptacle. This ball joint features a circlip and knurled housing for additional retention.

Application	
1997-2002 Ford Expedition	1998-2011 Ford Ranger
1995-2010 Ford Explorer	2002 Lincoln Blackwood
2001-2005 Ford Explorer Sport Trac	1998-2002 Lincoln Navigator
2007-2009 Ford Explorer Sport Trac	1998-2001 Mazda B3000
1997-2003 Ford F-150	1997-2010 Mercury Mountaineer
1997-1999 Ford F-250	

Table 1

For a successful install, it is important to adhere to the following:

- Ensure to reference original factory service manual for proper installation procedure and all related specifications and values.
- It is critical to use the correct ball joint press tool. The use of a pneumatic hammer or chisel may damage the control arm and or further enlarge the receptacle bore.
- Determine opening of receptacle bore:
  - If opening is <1.749" (44.42mm), use Mevotech PN: (MK8695T or TXK8695T).
  - If opening ranges between 1.479" (44.42mm) – 1.753" (44.52mm), use Mevotech PN: (MK8695T006).
  - If opening exceeds this range, remove and replace control arm.
- Inspect all mating components for damage. Replace all damaged or out of specification mating components.
- Ensure to remove all rust, burrs and corrosion from mating components.
- Discard old nuts and bolts. Do not reuse hardware.
- Only use a calibrated torque wrench for final fastening.

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