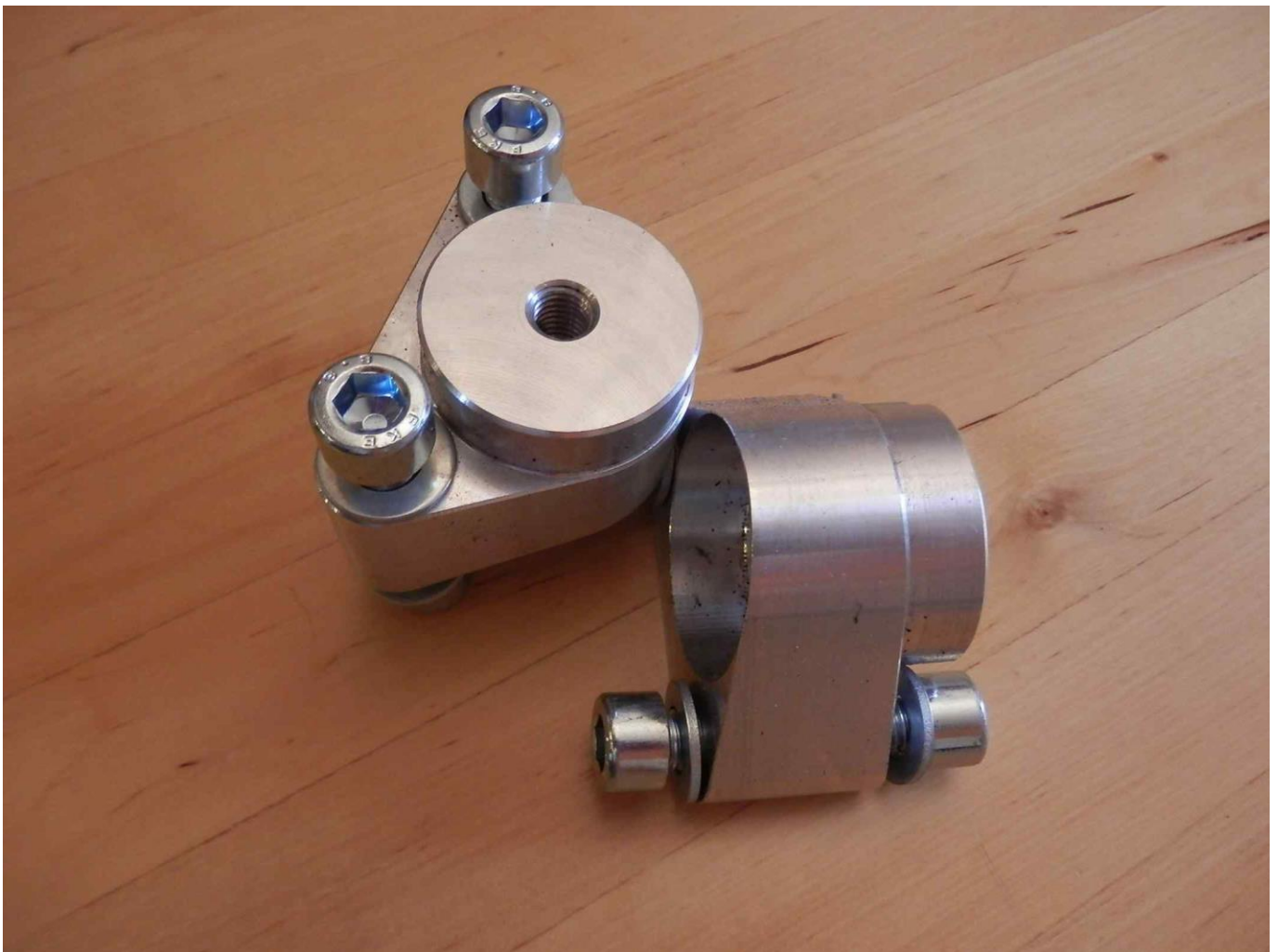


Upper Ball joint spacers

When lifting the van, whether with supplements or longer springs, the ball joints immediately adopt an angle that is too forced. This can be corrected by some angular adjustments between the arm and the ball joints.

On some websites you can find straight supplements. The main difference is that the straight lines do not correct the working angle of the ball joints, so when working in extension they stop and end up taking up play in a few hundred km...

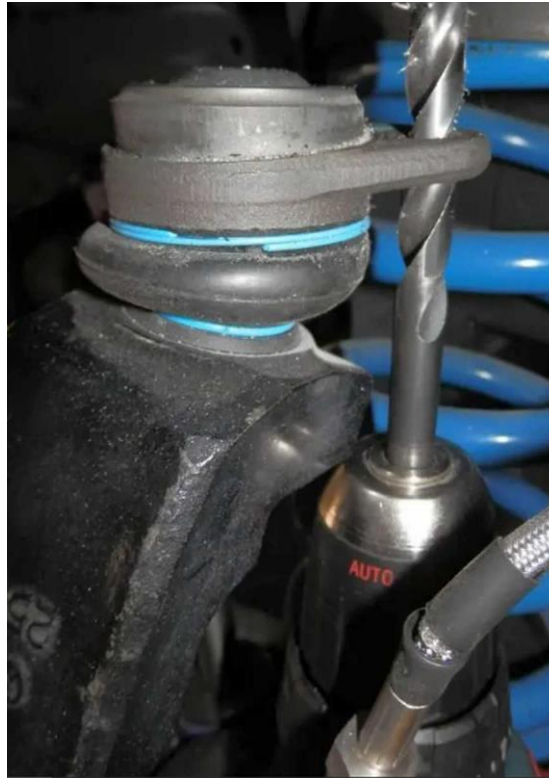
Straight supplements have two screws, like the ball joints, which are mounted from the top and screwed into the ball joints themselves. The corner ones are a little different... they attach from the top and from the bottom.



INSTALLATION:

The first step is, as always, to properly assemble the van and remove the wheel... then you have access to the two screws that need to be removed. We need to compress the spring to remove the tension and remove the screws safely.

As the supplements have threads at the top and bottom and at a different angle, you need to use a 10mm drill bit for the ball joint threads, otherwise you won't be able to screw them in from the bottom.



And all that remains is to place it in its place and screw it. It's simple...



As seen from behind, the difference is visible...



And once put on, we noticed that the kneecap is less stressed, which was our goal. I'll post a photo of another van where I put them together so you can see what they look like...



As you can see, the angle of the supplement corrects the working angle of the patella. Now we can circulate with the peace of mind that we are not going to break them.