

1973 + Corvette: Service News: Steering Knuckle and Ball Stud Servicing - All Passenger Car and Truck Models

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When servicing front suspension ball studs where the mating tapered surfaces are disassembled, inspection of the steering knuckle tapered hole must be made to establish if any deformation and/or foreign material is present.

In the event of hole deformation, the steering knuckle **must** be replaced, as no rework can guarantee a good fit for the tapered stud. Hole deformation may be detected in some instances when the castelated nut slots **do not** allow adequate contact with the cotter pin after the nut has been proper torqued.

NOTE: Proper torque of the castelated nut is imperative, since over torquing of the ball stud attaching nut will in some cases enlarge the steering knuckle tapered seat making it impossible to achieve proper alignment of the castelated nut slots and the cotter pin.

Foreign material deposits such as dirt, burrs and metal chips must be removed in order to achieve optimum fit of the tapered seat to the mating stud taper.

NOTE: Although inspection of the knuckle taper hole may not indicate need for replacement in instances of stud breakage, it is probable that subtle tapered hole deformation has taken place and is not readily apparent without taking precise measurements of the taper surfaces.

In any situation such as an accident, where ball stud breakage has occurred, it is recommended that a new steering knuckle be used when making the ball stud replacement.

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