



# Ball Joint Kit Installation

Tools needed:

- 32mm or similar socket
- 10mm or similar socket
- Vice or Large C-clamp
- Small and Medium sized flat tipped screwdrivers
- Internal snap ring pliers

Notes:

Whenever I say a direction, I mean that direction when the arm is installed on the car. So when I say down, I mean in the direction of the lower plate.

## The step by step version:

Part 1, Disassembly and Inspection:

- 1) Clean up the lower plate of the ball joint assembly.
  - a) I used a flat tipped screwdriver to do this and it worked great.
  - b) What you're cleaning here is an epoxy that Porsche used to make sure that the clip that holds the balljoint assembly together doesn't fall out.
- 2) Remove the boot on the top of the ball joint
  - a) For the upper clip, you can just slide it off
  - b) For the lower clip, I used a small flat tipped screwdriver and needle nose pliers
- 3) Slide a large socket over the balljoint, and place a small socket on the lower plate and then put this all together in a vice or large C-clamp. I felt that it took a decent amount of pressure to compress the spring that is inside the ball joint assembly. If you're putting a 6 foot extension on the vice/C-clamp...you're using WAY too much force!!
  - a) I used a 32mm socket for the "large" and a 10mm socket for the "small."
  - b) It should move a 1 or 2 mm





4) Now we're up to the hardest part of this project. You need to remove the clip holding the lower plate in place.

a) First break it free by pushing the clip in a circle using a flat tipped screw driver.

b) Then, try to use a medium sized flat tip screwdriver and friction to pull the clip out of its groove. Once you get it far enough out, stick a small flat tipped screwdriver in the opening, and work it out. This is what worked for me, but obviously is not the only method.



5) Now that the clip is out, you can take apart the entire assembly.

a) Remember how it all comes apart! It goes back together the exact same way, just with new parts.

b) At this point, if your ball joints really need rebuilding...you'll look at the cracked plastic and think, "WOW!!"

c) Check the ball closely for any cracks.

## Part 2, Lubrication and assembly:

1) Now its time to evaluate the condition of the lube, clean it up if necessary and re-lubricate

a) If it's dry or cracked, it obviously needs to be cleaned up.

b) The lube on my joints was in good shape, but I decided to clean it all up and re-lube with fresh, clean stuff for peace of mind.

c) You want to use good thick grease. 944 Online recommends "super lube" made by loc-tite. If you can't find that, any type of good bearing packing grease will work.

d) Use the grease that was included with your rebuild kit to lube the nylon parts that came with the kit. Pay extra attention to the top bushing. The top bushing is the bushing that fits tightly into the A-arm, it likely needed some persuasion to come out of the A-arm when you took it all apart.



2) Now that you have lube in all the right places, put it back together exactly as it came out. The top bushing needs to be pressed in with the ball in place. This is done by putting the top bushing over the ball, then the bottom bushing, then spring and plate and compressing them all in order into the joint.

a) Make sure that the small part of the spring is facing down, or towards the plate.

b) Make sure that the lower plate is installed with the bulge facing downward.

c) Make sure you replaced the O-ring that sits on top of the lower plate with the one 944 Online supplied you with. Use a dab of grease to keep it in place.

d) Make sure you install the new internal snap ring that 944 Online supplied you with.

e) Make sure you reapply an epoxy to the lower plate and snap ring to make sure that the snap ring does not come out. It's probably obvious to you by now that if the snap ring comes out while you're driving, you probably are about to crash your 944.

f) Finally slide the new boot on...and you're set!