

HAMBURG-TECHNIC

PORSCHE 944 BALL JOINT REBUILD KIT

Fitment: All Porsche 944 original equipment, aluminum control arms from model year 1985.5-1992

Please read complete installation instructions before proceeding



INSTALLATIONAL INSTRUCTIONS

[Only for Hamburg Technic Products NOT for other Brands]

STEP 1: Remove control arms from car

STEP 2: Clean away the sealing epoxy from the bottom of the ball joint pocket.

STEP 3: Locate the gap in the retaining ring that holds the lower plate and use a pick to remove it. Sometimes it is easier to drill a small access hole behind the retaining ring for removal (See fig 1)

STEP 4: Remove the ball joint from the bottom and clean the ball joint pocket with any household solvent. Be sure to remove any remaining debris from the retaining ring groove. ****This is important****

STEP 5: Inspect the inside of the ball joint pocket for any signs of wear to the aluminum. If the aluminum pocket is badly worn or cracked in any way the control arm is not rebuildable.

STEP 6: Push the upper bushing (C) into place in the ball joint pocket. Make sure it is seated all the way to the top of the pocket.

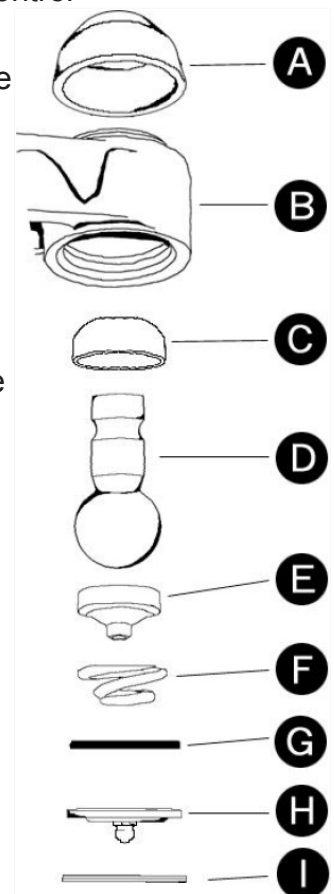
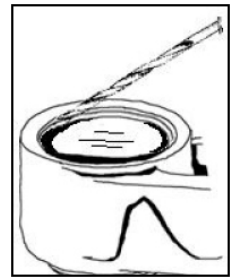
STEP 7: Insert the ball joint pin (D) into the pocket and seat it in the upper bushing.

STEP 8: Stack up components (E, F, G & H) as shown in fig 2 and load them in the bottom of the ball joint.

STEP 9: Gather 2 stands-offs that will be used for compressing the ball joint. The top stand-off needs to fit over the ball joint pin and seat against the aluminum. The lower stand off needs to press on the lower plate and give you enough room to fit the retaining ring (I). A large, deep socket and small regular socket will be your best choices for these stand-offs but anything will work. A 2" section of 1.5" PVC pipe will do the job for the top stand-off if you do not have a socket large enough

STEP 10: Compress the ball joint using a vice or a C-clamp. Compress it enough so that the retaining ring groove is completely visible.

STEP 11: Using a small pick or flat screwdriver, separate the leading edge of the spiral retaining ring and start it in the retaining ring groove. Continue around the spiral retaining ring until it is completely seated in the retaining ring groove.



STEP 12: Release the vice / C-clamp and inspect the spiral retaining ring to be sure it is seated. Both layers of the retaining ring should be even all the way around and it should be seated completely.

STEP 13: Install the grease fitting into the lower plate (H). Fill with any type of synthetic bearing grease. Do not pressurize the ball joint pocket with the grease gun. The grease fitting is for filling the pocket only. Fill until there is pressure in the handle of your grease gun then stop. *Only use manual grease guns to fill the ball joints.*

STEP 14: Put grease around where the ball joint pin meets the control arm. Adding too much is OK as it will be pushed out when the ball joint boot is installed.

STEP 15: Press the ball joint boot over the ball joint pin until it is all the way down over the boot retaining groove on the top of the control arm.

STEP 16: Press down on the flat section of the ball joint boot that is next to the ball joint pin. It will “pop” and invert so that it is now facing the pin itself. Any extra grease will evacuate the boot at the bottom and the boot will be secured in place.

STEP 17: Mix epoxy* in the bottom of the ball joint over the lower plate (H). The epoxy is used as a moisture barrier to keep the ball joint dry. Add only enough so that it sits even with the bottom of the grease fitting. The epoxy cures in 5 min. so do this all in one step. Mix it in place, on the lower plate.

not included – available at any hardware or auto part store