



Muscle Car Adjustable Control Arms

Screw-In Ball Joints

Q1: I am having trouble screwing my ball joints into the SPC ball joint plates.

A1: By popular demand, the threads in our plates are designed to accommodate the Howe re-buildable ball joint. We have sampled OE style ball joints from many other vendors, and found that their “threads” vary widely in geometry, with some not even being threaded at all, but just having circular grooves. On others, the threads are shaped like saw teeth. Unfortunately, there is no standard for the “thread” used by Chrysler on the original design. Howe continues to use that original profile, which matches our thread profile. Other manufacturers are free to make these threads as they interpret them, and we cannot control it.

Q2: How can I install non-Howe ball joints in your arms if they won't thread in?

A2: You have two options: Try a different supplier that uses a more correct thread profile, or press them in. In their original application, the ball joints were always pressed into the control arm on first installation. The “threads” were there to assist with removal and replacement in the field when a press was not available.

Q3: My control arm uses the 92002 10 degree Chrysler screw-in ball joint plate. There is no right or left markings, how is it installed?

A3: The 92002 ball joint plate can be used on both the right and left control arms but unlike our others the welded stud will go forward on the left and rearward on the right. This will keep the 10 degree angle for the ball joint in the proper orientation.

Related Numbers: 92002, 92003, 92033, 92035, 92042, 92043, 92052, 92053, 92142, 92144, 94000, 94252, 94450, 94451, 94460, 94461, 94800

