



Installing Screw-In Style Ball Joints

Q1: What is the proper way to remove and install the Chrysler screw-in type ball joint?

A1: The Chrysler “screw-in” ball joint was used mostly as a front upper control arm ball joint from 1962- 1989. Chrysler also used a larger screw-in ball joint for the lower control arm from 1957-1962. From the factory they were pressed into stamped steel control arms. The threads around the ball joint are not normal screw type threads, they are very shallow. The shallow threads made removal of the balljoints from the OE stamped arms possible without the use of a press. Replacement ball joints could be installed with a special socket instead of needing to be pressed in.

Because there is not a standard for the “thread” that was used, there are often dimensional differences between how various ball joint manufactures turn the threads. This becomes very important with our adjustable upper control arm. Because our ball joint plate has a thick sleeve that retains the ball joint, it does not give like a stamped arm, and so some thread profiles may not easily be screwed in. In this case, it may be necessary to press the ball joint into place and then check torque.

For those wanting to screw the balljoints into an arm, special sockets are needed. The 68880 has a 1-29/64” opening and is used for all the upper ball joints. The 68890 has a 2-9/64” opening and used for lower ball joints.

Parts Referenced: 94002, 94008, 94450, 94451, 94460, 94461

