944-SPEC - 944SPEC - low cost wheel to wheel racing

Generated: 8 July, 2025, 01:05
Question about ball joint on my 1988 944 Posted by Litespeeds - 06 Jun 2010 13:59
I took my 88' 944 spec car for an oil change last week and my mechanic found the right front ball joint seal broke and some grease is still there. He said there is a very slight amount of play.
My question is how safe is my car for another race weekend? Is this something major or can I be cheap and wait till after the race weekend? Please advise. Thanks.
Also since I am doing the right side, I figured I would also do the left side. Would it also be a good idea to change out my Koni shocks since I bought them used and installed them about 5 years ago? I did notice that when I tried to adjust them last year, a little bit of oil came out of the top of one of the struts. Since then, I haven't touched them since.
Right now Paragon Products is having a sale on Koni shocks so I will definitely buy a set. Just want to make sure I have everything so I don't have to realign the car more than I have to. Is there anything else that I should look at or replace while doing this maintenance?
Re:Question about ball joint on my 1988 944 Posted by joepaluch - 06 Jun 2010 22:38
If the ball joint fails it could get ugly.
repair it and do both.
Koni sale Ehh Might need to look into that!
Re:Question about ball joint on my 1988 944 Posted by Litespeeds - 07 Jun 2010 02:45

Thanks for the confirmation about repair before race info.

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Re:Question about ball joint on my 1988 944 Posted by Big Dog - 11 Jun 2010 04:59
Joe, Koni offers a dyno service but I don't know the price. They also suggest Pro Parts USA, which is close to me. Pro Parts, Ken Wong, charges \$25 each to dyno.
I had two front ones that were bad, the adjuster was not working for whatever reason. I had somehow ended up with 8 rear shocks. He got two matched pairs from the eight and the other four don't match up well at all. Two of them match up OK in compression but not in rebound, others match up in rebound but not in compression.
The cost to repair starts at \$150 plus parts so it is more expensive than buying new.
Jim