



JOHNNY JOINT® CARE

5/5/2026

Thank you for purchasing RockJock Johnny Joints!

Install and care of the product is simple, but the following information will provide some points to consider for best results. Regardless of the type of Johnny Joint you are installing there are some universal tips that apply across the board.

Types of Johnny Joint assemblies include: Forged (feature threaded shanks in various thread sizes), Weld-On (or welded-onto a finished product) & Machined Press-In (for axle housings, etc.)

Anatomy of a Johnny Joint

Body: forged, weld-on or machined outer component
Available in narrow or wide width. Forgings available with various threaded shanks.

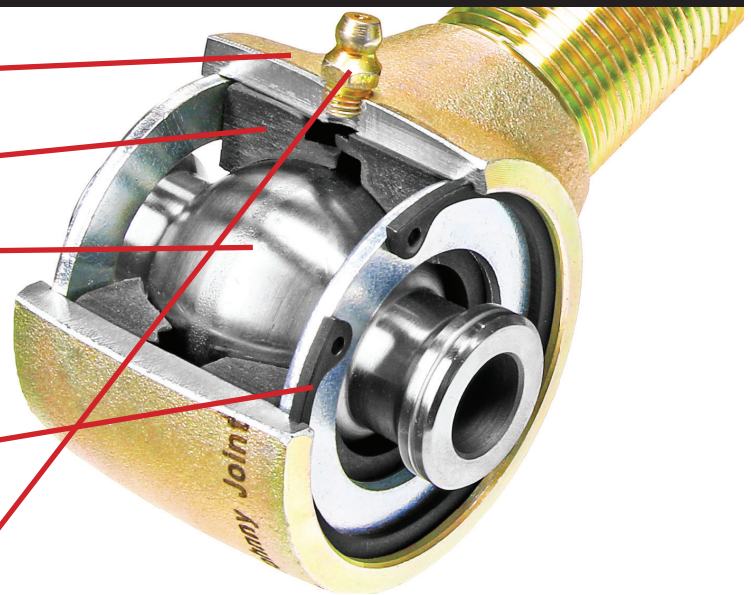
Bushing(s): Urethane, greasable. 1-piece for narrow body joints, 2-piece for wide body joints.

Pivot Ball: Rotating steel inner component that determines the fitment width and thru hole size of the joint.

Side Retaining Washers: Fit outboard of the bushing(s). Available in various thicknesses to create the desired preload on the bushing(s).

Snap Ring: Retains pivot ball, bushing(s) and side retaining washers into the body.

Zerk Fitting: Grease gun attachment point for lubricating the joint. Available in different styles.



Notes on Johnny Joint Installation and Care

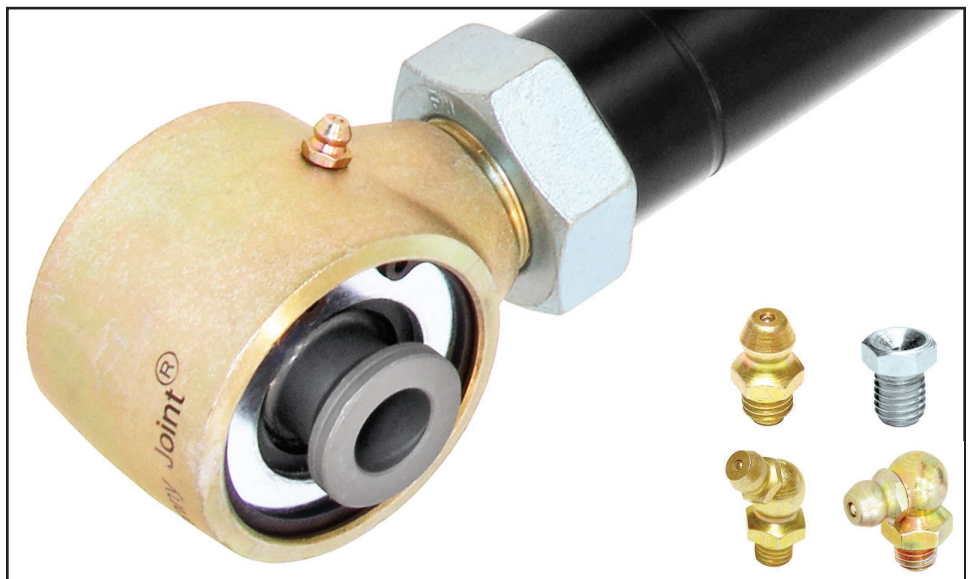
Note 1

Johnny Joints generally come fitted with a straight 1/4"-20 zerk fitting.

Generally speaking, Joints in upper control arms and frame ends of trac bars will point downward (toward the ground) for accessibilities sake when greasing.

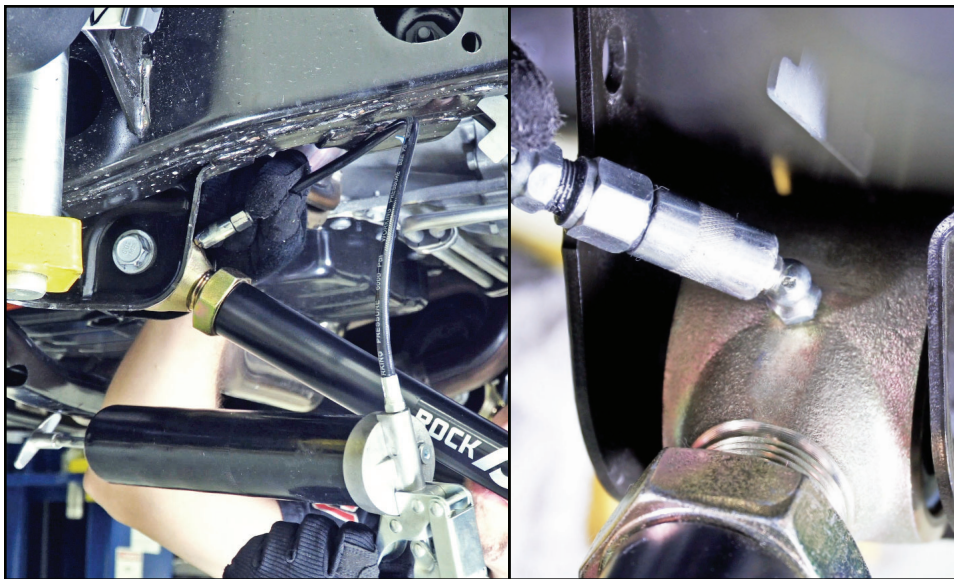
In lower control arm and axle end of trac bar installations, zerks should be installed pointing up (to prevent damage from below).

For all around ease of use and maintenance, optional zerks are available to optimize accessibility. We offer the straight zerk, a 45 ° angle zerk, a 90 ° angle zerk, and a flat/needle style zerk for tight spots (see our website [parts department](#)).



Note 2

Johnny Joints only use hi-moly, petroleum based, non-synthetic grease. If you cannot find this type of grease locally, we offer it on our website under part number [CE-9013G](#).



Note 3

Johnny Joints require initial greasing upon installation as well as periodic maintenance greasing with a hand-pump grease gun.

Recommended greasing intervals:

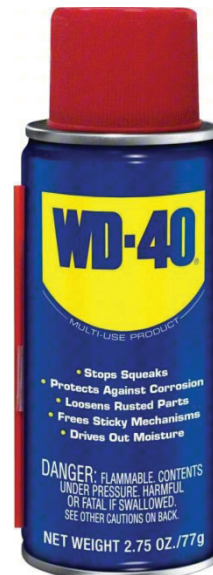
- ▶ Upon installation
- ▶ As part of every other oil change
- ▶ Before a potentially aggressive wheeling trip
- ▶ If you are in an area of water/mud/snow/salt - grease the Joints after wheeling trips to push any contaminants out.

Be aware, the Joints don't hold much grease! The grease will start pushing out around the ball when the Joint is at capacity.

Note 4

The inner pivot balls on Johnny Joints are intentionally left raw after carburization. This is by design — the hardened surface resists wear over time, and the raw finish naturally holds and distributes grease across the ball, reducing friction and noise. In humid climates or areas with snow and road salt, some surface rust on the pivot ball is normal and expected. This does not affect performance.

Customers in these regions commonly apply chain lube, WD-40, or Fluid Film to the exposed ball surface as a temporary protectant between maintenance intervals.



Note 5

It is advised to periodically wipe the exposed portion of the pivot balls to remove any debris that may have gathered via sticking to pushed out grease or to protectant that you may have applied.



Find all things Johnny Joint on our website by scanning the QR code below!

Buy online!:

- ▶ Complete Johnny Joints - Forged, Weld-On, Press-In
- ▶ Shop by Vehicle - narrow your search by vehicle platform
- ▶ RockNuts Bungs & Jam Nuts - build custom Johnny Jointed links
- ▶ Tools - For Assembly & Disassembly of Johnny Joints
- ▶ Rebuild Kits - for all sizes of Joints
- ▶ Grease - tubes of the proper grease for use in Johnny Joints
- ▶ Parts Department - every part and piece from our Johnny Joint line

