



**THE PROBLEM SOLVER™**

**DID ■ YOU ■ KNOW?**

**ADVICE FOR THE PROFESSIONAL**

**Overview**

Many vehicles do not have a provision for adjusting front camber or caster. Alignment angles must be in specification for proper tire life, steering wheel return, vehicle stability and improved suspension component life.

**Models affected:**

Year	Application
2005-2009	Chrysler 300C, Dodge Magnum, Charger & Challenger
1995-2000	Chrysler Cirrus, Dodge Stratus & Plymouth Breeze
1995-2006	Chrysler Sebring Conv. & Sdn. Dodge Stratus Sdn.
1995-2000	Chrysler Sebring Cpe, Dodge Avenger, Eagle Talon
1999-2008	Hyundai Sonata, XG300, XG350
1994-1999	Mitsubishi Eclipse AWD & FWD, Galant
2001-2008	Kia Amanti, Optima
1990-2008	Acura, Honda & Isuzu (See MOOG catalogs for more Specific applications)
1988-2008	Acura & Honda (See MOOG catalogs for more Specific applications)
2006-2008	Ford Fusion, Mercury Milan, Lincoln Zephyr
2003-2008	Mazda 6

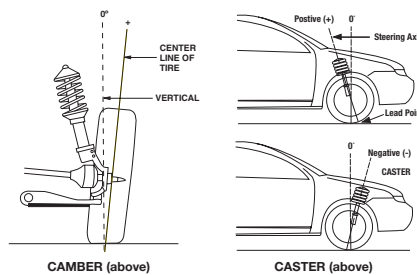
**Symptoms**

On many late model vehicles, OE manufacturers have not made provisions for front camber and caster adjustments for a variety of reasons, primarily to maintain factory specifications for optimum vehicle dynamics. But camber and caster can become out of spec from component wear and slight damage caused by potholes.

Proper camber and caster specifications are key in a performing a proper alignment.

**Con't next column**

**Symptoms (con't)**



**Diagnosis**

If it is suspected that alignment is out of specification, due to handling or steering issues, or improper tire wear, perform an alignment check. If it is determined that camber and/or caster adjustment is needed, and the vehicle has no provision for such adjustment, then an adjustable ball joint should be installed to enable bringing the vehicle to proper specifications.

**Repair Procedure**

Remove and replace the non-adjustable upper ball joint with a MOOG® Problem Solver adjustable ball joint. In many cases, the ball joints are pressed into the steering knuckle or control arm and are difficult to remove and install, especially with age. Many technicians beat and hammer the ball joints out and back in. This is very time-consuming and can damage the steering knuckle and the new ball joint.

It is recommended that a MOOG Problem Solver Tool is used to press out the old ball joint and press in the new one. (Several tools are available from your MOOG distributor.)

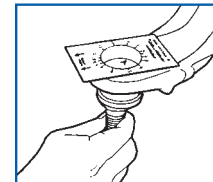
The MOOG Problem Solver adjustable ball joint allows "non-adjustable" vehicles to become fully adjustable for front camber and caster.

**Con't next column**

**Repair Procedure (con't)**

It also:

- Allows for most combinations of camber and caster, from -1 to +1 degrees.
- Designed for fast and easy "on-vehicle" replacement.
- Re-adjustable if needed - future adjustments can be easily made with a simple turn of the ball stud.



Year	Application	Adjust. Range	MOOG® Adjustable Ball Joint Part #
2005-2009	Chrysler 300C, Dodge Magnum, Charger & Challenger	-3/4 to +3/4	K7469
1995-2000	Chrysler Cirrus, Dodge Stratus & Plymouth Breeze	-1 to +1	K7451
1995-2006	Chrysler Sebring Conv. & Sdn. Dodge Stratus Sdn.		
1995-2000	Chrysler Sebring Cpe, Dodge Avenger, Eagle Talon	-1 to +1	K7452
1999-2008	Hyundai Sonata, XG300, XG350		
1994-1999	Mitsubishi Eclipse AWD & FWD, Galant		
2001-2008	Kia Amanti, Optima	-1 to +1	K90490
1990-2008	Acura, Honda & Isuzu (See MOOG catalogs for more Specific applications)		
1988-2008	Acura & Honda (See MOOG catalogs for more Specific applications)	-1 to +1	K90492
2006-2008	Ford Fusion, Mercury Milan, Lincoln Zephyr	-1 to +1	K500013
2003-2008	Mazda 6		

