

MOOG

STEERING & SUSPENSION



DID YOU KNOW?

ADVICE FOR THE PROFESSIONAL

Overview

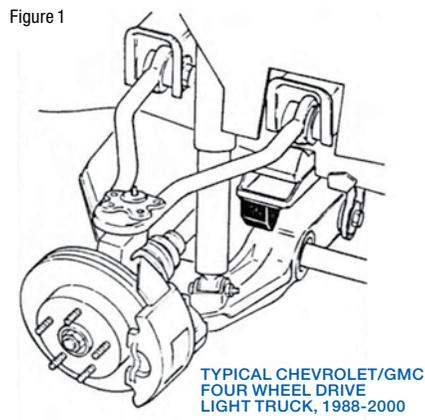
Modifications or lifted chassis or suspension components can lead to excessive suspension travel in the affected vehicles. Excessive suspension travel can over-articulate the ball joint stud, leading to ball joint failure.

Vehicles affected

| | | |
|--------------|----------------------|-----------|
| CHEV/ GMC | Full Size 4x4 Trucks | 1988-2000 |
|--------------|----------------------|-----------|

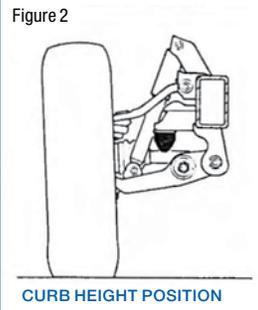
Inspection Procedure

If the upper ball joint has failed, you'll need to determine if excessive suspension travel was the cause.

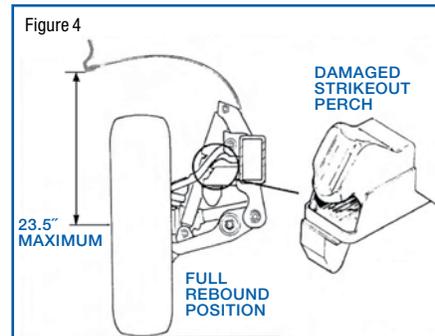
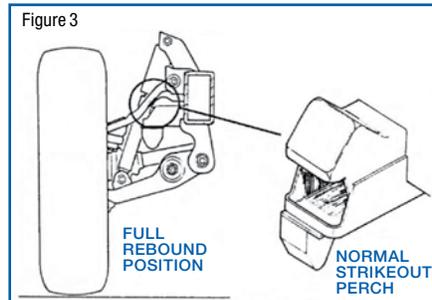


The upper ball joint is a follower ball joint mounted to a bar type control arm (Fig. 1). With the vehicle properly supported, check for perceptible looseness. Whether you find looseness or not, check further to see if there are any contributing causes for failure other than normal wear. If there is suspension damage (as described further on), it may cause a problem in the future.

Inspection Procedure (Con't)



The suspension-limiting device in the rebound direction is the shock absorber. If a longer shock absorber is installed, the bar type arm may introduce undue force on the strikeout perch, and damage may result. If the strikeout perch or shock absorber is damaged in any way, or if the shock absorber allows more suspension travel than the original equipment shock, they must be restored to their original operating condition.



Inspection Procedure (Con't)

If a strikeout perch shows evidence of sustained contact or damage (Fig. 4), further investigation is required:

- Check the shock absorber for damage and for correct extended length. If the extended length is more than 16.5", the shock absorber must be replaced with a unit that meets OEM specifications.
- Measure as shown in Fig. 4. With the suspension in full rebound, a vehicle with an OEM shock absorber and strikeout perch in good condition will measure 23.5" maximum from the center of the wheel to the underside of the fenderwell.
- Check that the vehicle curb height is correct.
- Check for damage to the upper control arm.

Note: If the above factors are not inspected or corrected, subsequent ball joint failure could result.

Installation

It is recommended that the MOOG® Problem Solver® K6292 Upper Ball Joint be installed as a replacement. This ball joint features 80 degrees of stud swing versus 60 degrees for the original equipment part design. This allows for additional articulation. In addition, the K6292 includes MOOG powdered-metal gusher bearing technology, a premium boot, and greaseable design for extended life.



For parts lookup, visit www.FMe-cat.com tech line: 1-800-325-8886

moogproblemsolver.com

