

Did You Know?

Advice for the professional
DYK17-107

MOOG® EV800457 vs.

MAS T185390,
Mevotech Supreme MS40708,
Centric 612.65101

For select Ford Truck applications

Tight is right.

The potential for tire wear and poor vehicle handling increases when inner tie rod ends or other chassis components become loose.



Increased Tire Wear



Steering Wheel Vibration



Steering Wheel Pulls to Left or Right



Clunking Noise under Vehicle



Front End Shimmy



Unwanted Repairs

Don't put your customers' safety at risk. Install MOOG® parts every time.

The MOOG Difference

At MOOG, we invest so much time and money to test the performance of our parts and other chassis brands. From materials labs to durability testing at our North American facilities, we go further to test our products more rigorously.

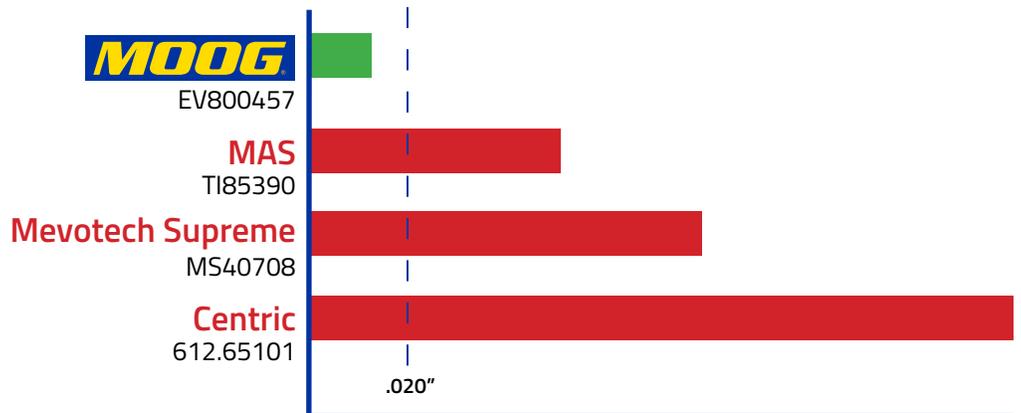
Why do we do it? Because our reputation, your reputation and your customers' safety all depend on it.

Independent Test Results

In independent testing, only the MOOG EV800457 completed the durability test without crossing the .020" deflection threshold – other aftermarket chassis brands tested exceeded this threshold.*

Based on MOOG's nearly 100 years of experience, our Engineering team has established .020" deflection (looseness) as the point in which socket looseness may be detected during an on-vehicle inspection. This looseness may lead to early component replacement and/or accelerate tire wear.

Average Post-Test Deflection (Looseness/Movement)



* The results shown are based on independent testing conducted by B83 Testing & Engineering, Inc. on inner tie rod ends: MOOG EV800457, MAS T185390, Mevotech Supreme MS40708 and Centric 612.65101. Durability testing was performed on a Single-Axis Durability Suspension Simulator to simulate inner tie rod service life on a vehicle and then socket deflection/looseness was measured.

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

moogparts.com #partsmatter



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The Problem Solver®