BULLETIN: 27045

PROBLEM Solver™ BULLETIN

Premature Wear of Upper Ball Joint/ Control Arm

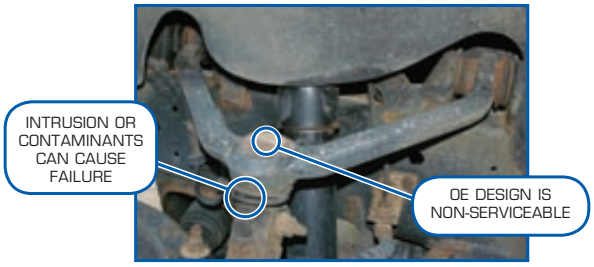
Ford/Mercury/Lincoln Light Trucks and SUVs

www.moogproblemsolver.com

PROBLEM:

Upper control arm bushing and ball joint can wear out prematurely

- Premature ball joint wear is experienced on Ford, Mercury and Lincoln light trucks and SUVs.
- Boot failure allows contaminants and moisture inside the ball joint. The OE non-serviceable polymer socket design is unable to flush the contamination, and corrosion/accelerated wear quickly sets in.
- OE design is non-serviceable.



YEAR	MAKE/MODEL	REPLACEMENT PART NO.		
		LEFT	RIGHT	BALL JOINT
1995-2001	Ford Explorer 2WD/4WD	K8708T	K80068	K80012
2001-2003	Ford Explorer Sport 2WD/4WD			
2001-2004	Ford Explorer Sport Trac 2WD/4WD			
1998-2004	Ford Ranger 4WD			
1998-2004	Ford Ranger 2WD w/Torsion Bar susp.			
1998-2004	Mazda B series P/U 4WD			
1998-2004	Mazda B series P/U 2WD w/Torsion Bar susp.			
1997-2001	Mercury Mountaineer 2WD/4WD			
1997-2002	Ford Expedition 4WD	K8722T	K8724T	K80014
1997-2003	Ford F150 4WD			
2004	Ford F150 Heritage 4WD			
1997-1999	Ford F250LD 4WD (Under 8500 lb. GVW)			
1998-2002	Lincoln Navigator 4WD			
1997-2002	Ford Expedition 2WD	K8726T	K8728T	K80014
1997-2003	Ford F150 2WD			
2004	Ford F150 Heritage/ Lightening 2WD			
1997-1999	Ford F250LD 2WD (Under 8500 lb. GVW)			
1998-2002	Lincoln Navigator 2WD			

*Check catalog for specific application information.

SOLUTION:

MOOG® Serviceable Control Arm Assembly

- The MOOG wishbone-style control arm was developed to meet the rigorous demands of Ford, Mercury and Lincoln pickups and SUVs.
- Metal stud with full-ball configuration provides 360° of smooth, even rotational movement for more responsive steering.
- All metal "gusher" bearing design allows lubricant to penetrate bearing surfaces for longer life.
- Exclusive double bearing allows for less preload, resulting in reduced steering effort.
- MOOG "grease release" polyurethane boot lasts longer and directs contaminants out of the socket and away from brake components during lubrication.

ATTENTION FLEET CUSTOMERS: Unlike the OE non-serviceable control arm with ball joint, MOOG control arms feature a serviceable cartridge-style ball joint when severe duty vehicle usage warrants its replacement.

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THE PROBLEM SOLVER™

FEDERAL-MOGUL MOTORPARTS