CHECKING STUD TAPER FITMENT

CHASSIS PARTS INSTALLATION

All Makes and Models

MANY CHASSIS PARTS USE A TAPERED STUD THAT SEATS IN A TAPERED HOLE TO ENSURE A SECURE FIT AND PRECISE ALIGNMENT

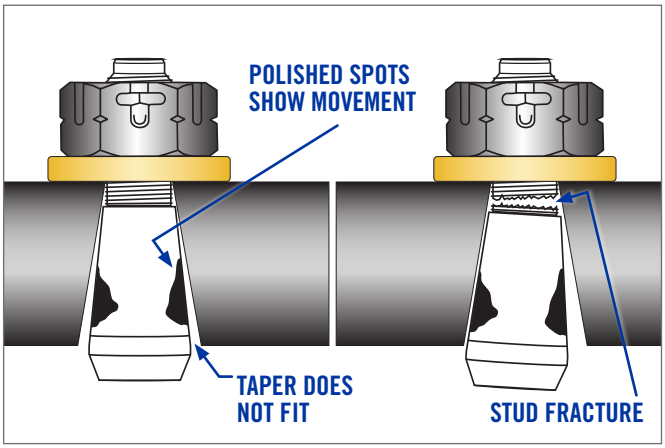
with other steering and suspension components. When replacing any component with a tapered stud, both the stud on the old part and the tapered hole it seats in should be inspected for signs of improper fitment, wear (distortion) and/or damage.

Chassis components that commonly use tapered studs include:

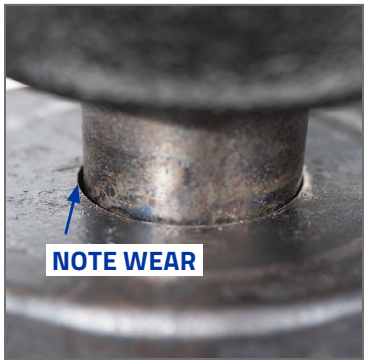
- Ball Joints
- Outer Tie Rod Ends
- Pitman Arms
- Idler Arms
- Steering Knuckles
- Control Arms
- Centerlinks

INSPECTION PROCEDURE:

The stud to taper interface should be inspected any time this union is disassembled When separating the stud from tapered hole it should be inspected to see if the stud rocks in the tapered hole. Are there any polished spots on the stud or tapered hole that indicate movement? Can you see space between the stud and the tapered hole at the large end? If so the part with the receiving hole as well as the mating part must be replaced.



WHY DOES TAPER WEAR HAPPEN?



The primary reason for taper wear and distortion is over or under torquing the stud. Wear of the tapered hole can also occur if there are multiple disconnections and reconnections. This wear is more dramatic on aluminum knuckles.

HOW TO PREVENT TAPER WEAR

Preventing taper wear is simple. Always inspect old parts and the components they attach to for wear and damage, and replace all components necessary for a proper repair. Follow the procedures and specifications outlined in the vehicle's repair manual to ensure parts are installed correctly and all hardware is torqued to spec.

Finally, use high-quality, well-engineered MOOG parts, that ensure proper fit and function.