

PROBLEM *Solver*[™] BULLETIN

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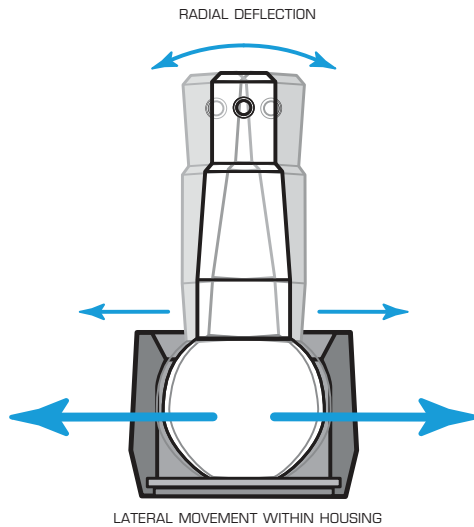
Upper Ball Joint Premature Wear

GM Full Size Passenger
Cars, Vans and
S10 Series Light Trucks

PROBLEM:

OE upper ball joint premature wear

- Several GM cars and trucks exhibit high lateral loads in turns. These high loads are transferred into the upper ball joints, causing excessive radial deflection. Radial deflection (sideways "play" or movement) leads to lateral movement of the ball stud within the housing, creating stress and wear on the bearing surfaces.



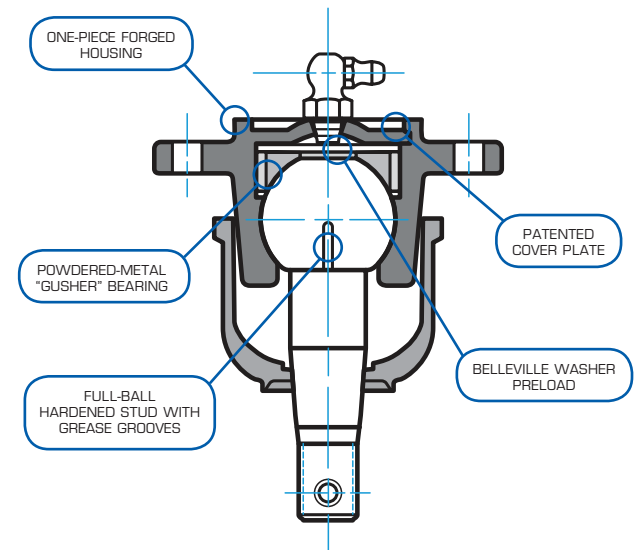
Year	Make/Model	Part Number
1991-1996	Buick Roadmaster	K5208
1991-1996	Chevrolet Caprice	
1991-1996	Cadillac Full Size RWD	
1991-1995	Chevy G20/GMC 2500 Van (Diesel)	K6122
1971-1996	Chevy G30/GMC 3500 Van	
1971-1998	Chevy P30/GMC P3500 Step Van	K6136
1973-1995	Chevy G10/GMC G1500 Van	
1973-1995	Chevy G20/GMC 2500 Van (Gas)	
1984-2004	4WD (T) Chevrolet S10 Blazer and S10 Pickup; 4WD (T) GMC S15 Jimmy, S15 Pickup and Sonoma	K5320
1991-1994	Oldsmobile Bravada	
1996-2001	Oldsmobile Bravada	

SOLUTION:

MOOG® forged upper ball joint



- Utilizes patented MOOG cover plate design and NASCAR®-proven split-bearing technology, which eliminates the excessive radial deflection often experienced with high lateral loads. The ball joint assembly maintains maximum ball-to-bearing contact for greater load-carrying capability.
- Belleville washer preload provides lower torque and stud articulation with minimal axial clearance.
- Hardened, powdered-metal bearings provide a smooth, durable wear surface that extends service life.
- A flange-style sealed boot equipped with a special grease-relief valve keeps contamination out and provides a serviceable, sealed environment.



THE PROBLEM SOLVER™

