PROBLEM SULLETIN

BULLETIN: 27020-R

Premature Lower Ball Joint Failure

General Motors S-10 (T) Series Light Trucks and SUVs

www.moogproblemsolver.com

PROBLEM:

Lower ball joints experiencing premature wear

Today's SUVs and light trucks are equipped with large wheel and tire assemblies that result in taller ride heights. This raises the vehicle's center of gravity, creating high lateral loads in turns. The high loads are transferred into the ball joints, causing radial deflection (sideways "play" or movement), stress and wear on bearing surfaces.



OE TWO-PIECE STUD INCREASES DEFLECTION







SOLUTION:

MOOG® K5289/K5335 Lower Ball Joint



- Features a newly designed forged housing with superior fine-grain metallurgical structure for additional strength and durability.
- NASCAR®-proven split-bearing technology eliminates 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 stud articulation torque with minimal axial clearance.
- Hardened powdered-metal bearings and a hardened full-ball stud with grease grooves provide the most durable wear surface available, for extended service life.
- A flange style sealed boot equipped with a special grease-relief valve keeps contamination out and provides a serviceable, sealed environment.







