



THE PROBLEM SOLVER®

## DID ■ YOU ■ KNOW?

ADVICE FOR THE PROFESSIONAL

### Overview

Many MOOG chassis parts feature zerk fittings that indicate greaseable design. It is recommended that these components be regularly serviced for maximum life and smoother operation.

#### MOOG serviceable components include:

- Ball Joints
- Tie Rod Ends
- Sway Bar Links
- Drag Links
- Center Links
- Idler Arms
- Pitman Arms

### Identification Procedure

Photo 1 below shows the zerk fitting that is characteristic of a MOOG serviceable part.



Photo 1

### Maintenance Procedure

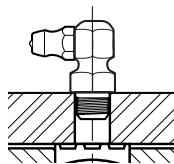
Upon installation, **and at every oil change**, it is recommended that MOOG serviceable parts be greased. MOOG engineers suggest a premium heavy-duty lithium or synthetic grease.

Con't next column

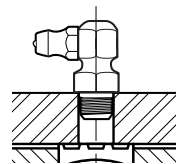
### Maintenance Procedure (con't)

#### Grease at:

Installation



Every oil change



Use a premium heavy-duty lithium or synthetic grease

Greasing chassis parts allows the flow of fresh lubricants to all critical areas. This ensures ball stud movement that is well lubricated, which will keep out contaminants and prolong the life of the component. During the greasing process, the flow of fresh grease is directed across the bearing surfaces, displacing any accumulated debris away from the ball and bearing assembly. The grease-relief valve found in all MOOG dust boots shuts out moisture and debris, while ensuring proper fill levels by releasing excess grease away from vital brake components.

In addition, the ability to grease the part also seals the component by fully filling the cavities of the dust boot. A part completely full of grease is an excellent seal because there is no place for water to occupy. When servicing chassis parts, it is a good idea to inspect the boots for damage and splitting.

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### Maintenance Procedure (con't)

In addition, be sure to check for loose play and other signs of wear. If any damage or wear is present, the chassis part should be replaced.



When greasing MOOG chassis parts, a hand grease gun is preferred. If a pressurized grease gun is used, take great care that you don't overfill the boot, which may cause it to tear.



Photo 2

Pump grease slowly into the component until the old grease and contaminants are flushed out of the assembly through the grease relief valve (found where the boot contacts the stud). Note: If the old grease does not exit the unit, fill the assembly until the boot starts to swell (see Photo 2).

After greasing each chassis part, be sure to wipe the zerk fitting and surrounding area clean of the older grease.

