



VERTICAL CONTROL ARM BUSHING FAILURE

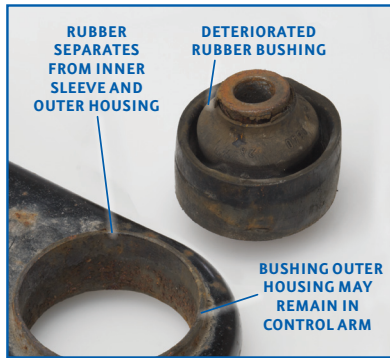
THE PROBLEM SOLVER®

CHRYSLER SEBRING & CIRRUS,
DODGE STRATUS & NEON,
CHEVY COBALT & MALIBU,
HONDA ODYSSEY, OTHERS

PROBLEM:

OE vertical control arm bushings are prone to premature failure

OE-style bushings are made of hard rubber bonded to the housing and sleeve. During suspension travel the rubber of the vertical bushing is stretched and compressed. This repeated stress can lead to the rubber separating from the housing or bolt sleeve in as little as 30,000 miles. In addition, when replacing with a similar OE-style bushing, the hard rubber makes it difficult to align the sleeve with the hole in the frame. Installing the bolt is typically very difficult.



OE-STYLE BUSHING

P/N	FITS CONTROL ARMS FOR THESE APPLICATIONS
K200785	Chrysler Cirrus 00-95; Sebring 06-96; Dodge Stratus 06-95; Plymouth Breeze 00-96
K200786	Lexus ES300 01-92; Toyota Avalon 01-95; Camry 01-92
K200787	Buick Allure 09-05; Century 05-97; LaCrosse 09-05; Regal 04-97; Rendezvous 07-02; Terraza 07-05; Chevrolet Impala 11-00; Monte Carlo 07-00; Uplander 08-05; Venture 05-99; Oldsmobile Intrigue 02-98; Silhouette 04-97; Pontiac Aztek 05-01; Grand Prix 08-97
K200788	Honda Odyssey 04-99
K200789	Buick Skylark 98-94; Chevrolet Beretta 96-94; Corsica 96-94; Oldsmobile Achieva 98-94; Pontiac Grand Am 98-94
K200790	Chevrolet Camaro 02-93; Pontiac Firebird 02-93
K200791	Dodge Neon 99-95; Plymouth Neon 99-95
K200792	Chevrolet Cavalier 05-95; Classic 05-04; Cobalt 10-05; Malibu 03-97; Oldsmobile Alero 04-99; Cutlass 99-97; Pontiac G5 10-07; Grand Am 05-00; Pursuit 06-05; Sunfire 05-95; Saturn Ion 07-04; Ion-1 05-03; Ion-2 07-04; Ion-3 07
K200795	Ford Escape 04-01; Mazda Tribute 04-01
K200797	Chrysler Neon 02-00; PT Cruiser 10-01; Dodge Neon 05-00; SX 2.0 05-03; Plymouth Neon 01-00
K200799	Honda Civic 05-01
K200800	Dodge Caliber 11-07; Jeep Compass 10-07; Patriot 10-07

Also available pre-installed on select MOOG premium control arms.

SOLUTION:

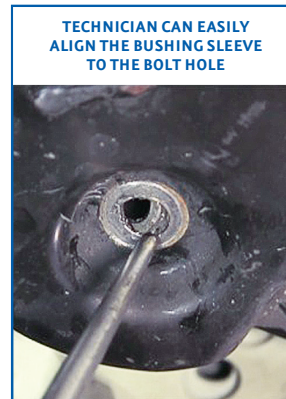
MOOG® Problem Solver® Control Arm Bushing

The patent-pending MOOG® Problem Solver® Control Arm Bushing features an innovative ball-and-socket design that eliminates the rubber expansion and compression that leads to premature failure in traditional rubber bushings.

The new MOOG design provides improved steering and handling feel while lasting up to 10 times longer than traditional hard-rubber bushings.

The control arm bushing assembly is permanently lubricated and sealed with premium MOOG boots to prevent contamination.

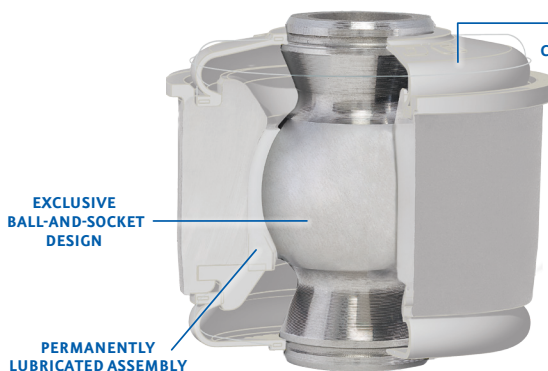
The exclusive MOOG bushing design also makes it easier to install the control arm assembly by allowing the technician to easily align the bushing sleeve to insert the bolt, saving time and frustration.



TECHNICIAN CAN EASILY ALIGN THE BUSHING SLEEVE TO THE BOLT HOLE



DESIGN ALLOWS SMOOTH ROTATIONAL MOVEMENT



EXCLUSIVE BALL-AND-SOCKET DESIGN

PERMANENTLY LUBRICATED ASSEMBLY

SEALED MOOG POLYURETHANE BOOT KEEPS CONTAMINANTS OUT