

PROBLEM

Solver[®]
BULLETIN

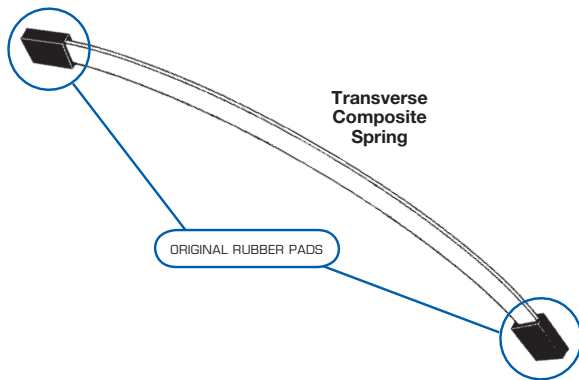
Rear Transverse Spring Isolator Pads

GM Front-Drive W-Body 1988-1997

PROBLEM:

Squeaking and Clunking Noise from Rear Transverse Spring Isolator Pads

- Prematurely worn, torn or missing OE rubber pads on some GM passenger cars allow the composite spring to contact the metal spindle/knuckle, which may cause a squeaking or clunking noise in the rear suspension.
- Extended contact will cause the transverse spring to crack and break, which may lead to bent or broken spindle rods.
- Ultimately, the driver may experience poor ride/handling due to changes in rear suspension geometry.
- The OE solution is an expensive, complete transverse spring and pad replacement.



Description	Years	Make/Model*	Replacement Part No.
Tampon isolant de ressort transversal	88-96	Buick Regal	K6544
	90-94	Chevy Lumina	
	88-97	Oldsmobile Cutlass Supreme	
	88-96	Pontiac Grand Prix	

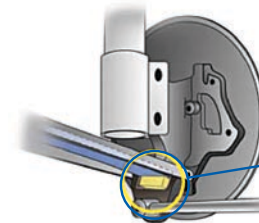
*Check catalog for specific application information.

SOLUTION:

MOOG[®] Transverse Spring Isolator Pad



- Constructed of long-lasting composite materials.
- Eliminates squeaking and clunking noises in the rear suspension.
- Extends the life of GM W-Body transverse springs and supporting components. Prevents costly replacement of entire transverse spring if symptoms are caught early.
- Prevents costly replacement or repairs to the spindle rods and other suspension components. Saves time and money for you and your customer.
- Easy to install: Remove the excess rubber of the OE pad from the spring. Insert the MOOG Isolator Pad into the pocket area of the spindle, positioning it just like the OE pad. The spring can be placed on top of the isolator pad within the spindle.



MOOG ISOLATOR PAD INSTALLS INTO THE POCKET OF THE SPINDLE/KNUCKLE.



THE PROBLEM SOLVER[®]

