



THE PROBLEM SOLVER®

DID ■ YOU ■ KNOW?

ADVICE FOR THE PROFESSIONAL

Overview

The lower control arm vertical bushing on the vehicles listed is prone to splitting and failure. Drivers will experience excessive front end noise and clunking. MOOG recommends replacement with part number K6698. This bushing is designed to work with both aluminum and stamped steel control arms. When replacing the bushing with MOOG K6698, technicians may note a difference in appearance. This is because the OE part may contain voids, or air gaps, which are prone to failure because the rubber bushing separates from the outer metal ring. The MOOG K6698 is made of solid material, increasing life.



Metal outer ring separated from rubber bushing

Models affected:

Make/Model	Years	MOOG Part No.
Chevrolet Cavalier	1995-2005	K6698
Chevrolet Classic	2004-2005	
Chevrolet Cobalt	2005-2010	
Chevrolet Malibu	1997-2003	
Oldsmobile Alero	1999-2004	
Oldsmobile Cutlass	1997-1999	

Con't next column

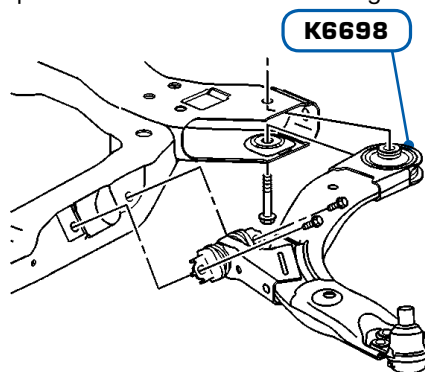
Overview (con't)

Models affected (con't)

Make/Model	Years	MOOG Part No.
Pontiac G5	2007-2009	K6698
Pontiac Grand Am	1999-2005	
Pontiac Pursuit	2005-2006	
Pontiac Sunfire	1995-2005	
Saturn Ion	2003-2007	
Saturn Ion-1	2005	
Saturn Ion-2	2005-2007	
Saturn Ion-3	2005-2007	

Identification Procedure

The figure below shows the placement of the vertical bushing.



Removal Procedure

Note the depth of the old bushing. **While the OE service manual states to note the orientation, this is not required with the MOOG K6698.**

Con't next column

Removal Procedure (con't)

1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle in the Owner's Manual.
2. Remove the lower control arm.
3. Wrap the control arm with a shop towel and place it in a vise.
4. Using a suitable press tool, remove the control arm bushing from the lower control arm.
5. Disassemble the tools and remove the bushing.

Installation Procedure

1. Place the MOOG K6698 bushing to the tapered side of control arm.



MOOG K6698

2. Using a suitable press tool, install the control arm bushing in the lower control arm.
3. Install the bushing to the same depth as noted during removal.
4. Install the lower control arm.