



THE PROBLEM SOLVER®

DID ■ YOU ■ KNOW?

ADVICE FOR THE PROFESSIONAL

Overview

The proper ball joint inspection procedure is based on the type of ball joint installed on these vehicles. Many times the ball joint may be replaced unnecessarily due to improper ball joint inspection procedure. This bulletin discusses the proper inspection procedure per ball joint design.

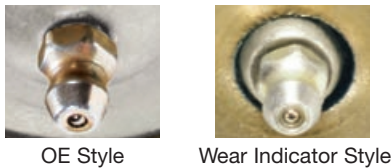
Models affected:

Year	Application
1971-1998	Full Size Dodge Ram (B-Series) Van (B1, B2, B3; B1500, B2500, B3500)

Inspection Procedure

Inspection procedures depend on the type of ball joint installed on the vehicle, so it's important to determine the type/style of ball joint installed.

Figure 1



OE style grease fitting is threaded directly into cover plate.

Wear Indicator style grease fitting is threaded into a floating boss of the pressure plate.

OE Style Ball Joint (without wear indicator)

For OE style ball joints without a wear indicator (see Figure 1), the appropriate inspection procedure is as follows:

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OE Style Ball Joint (con't)



Lift the vehicle so that the weight of the vehicle is off the ball joint. This can be accomplished with a standard hydraulic floor

jack. Connect a dial indicator, attaching it between the lower suspension arm and the steering knuckle. If the vertical movement is more than .020", the ball joint should be replaced.



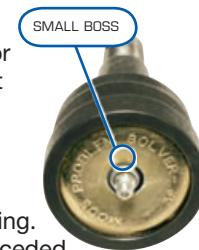
Normal

Worn

Wear Indicator Ball Joint

The most common type of wear indicator has a small boss that protrudes from the center of the lower housing. As wear occurs this boss will recede into the housing. When it is flush, or receded into the cover plate, the ball joint should be replaced.

When inspected, wear indicator ball joints must remain loaded, with the vehicle resting on the tires to check for wear. The vehicle should be checked at curb height (normal running position).



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Wear Indicator Ball Joint (con't)



Worn Boss Receded

Good Boss Protruding

Note 1: When using the OE ball joint inspection method on a wear indicator ball joint, the rubber cushion that acts as a preload device will collapse and give the indication of a worn ball joint through excessive play and/or a receded boss. Wear Indicator ball joints must be visually inspected only, with the normal vehicle load on the ball joint.

Note 2: Wear Indicator ball joints will most likely have an off-center grease (zerk) fitting – see Figure 1. THIS IS NORMAL and should not be considered evidence of a worn or defective ball joint.

Repair Procedure

If either method of inspection determines that the ball joint is worn or faulty, be sure to replace with the MOOG Problem Solver K7053T ball joint. This redesigned ball joint is an OE type (non-wear indicator) unit, designed for long life and dependability.



UPDATED K7053T BALL JOINT

