

MOOG® GREASEABLE DESIGN

What is the MOOG Greaseable design?

MOST original equipment chassis parts are non-serviceable, meaning the grease they were filled with at the factory is the only protection against contaminants, corrosion, and wear that those parts will ever get.

MANY MOOG® CHASSIS PARTS FEATURE A GREASEABLE DESIGN

that allows old grease and contaminants to be flushed out. These parts feature a sealed boot to help keep contamination out. Greasing them regularly will extend the service life. Moisture and contamination lead to corrosion that can cause premature failure of the part.

MOOG serviceable components include:

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

WHEN SHOULD MOOG CHASSIS PARTS BE GREASED?

The conditions it operates in needs to be accounted for when choosing a maintenance schedule. Mileage isn't the only factor to consider – how is the vehicle used? Is it a light commercial vehicle? Does it sit for extended periods of time? Is it used for delivery services or ridesharing? Or maybe it's driven in wet, muddy, sandy, or salty conditions?

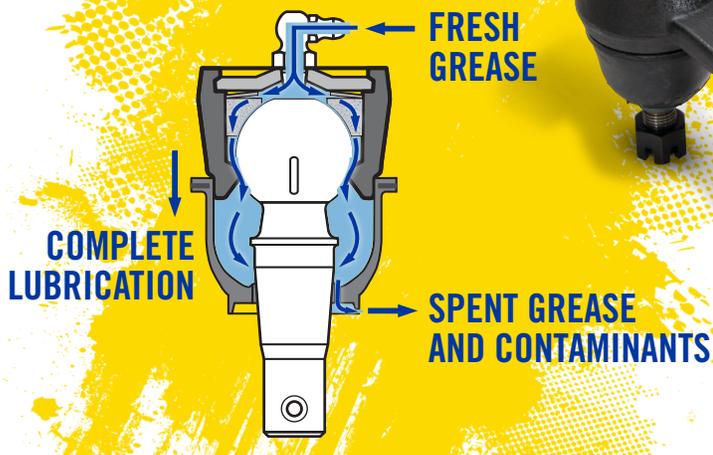
These heavy use and severe conditions increase the likelihood of contamination that can cause premature wear.



For best performance, MOOG recommends greasing chassis parts:

- Upon installation
- For standard duty - lubricate at every tire rotation (i.e., annually)
- For severe duty - lubricate at every oil change

Proper maintenance goes a long way in extending service life and allows chassis components to work as designed for ideal performance. When servicing chassis parts, it is a good idea to inspect the boots for damage and splitting.



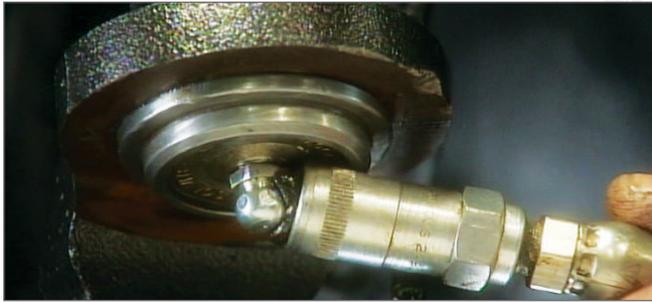
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WHAT GREASE SHOULD BE USED?

MOOG engineers suggest a premium heavy-duty NLGI #2 lithium or synthetic grease.

WHY IS FRESH GREASE IMPORTANT?

Fresh grease flushes contaminated grease from the joint. Fresh grease also lubricates better than old grease that has broken down from time, heat and contamination. This further protects the ball stud and bearing from wear. MOOG's porous Gusher Bearings hold grease between the ball and the bearing where it's needed. Grease grooves in the ball or bearing ensure grease flow to critical areas.



Most greaseable MOOG parts use traditional zerk fittings.



MOOG Super Strength® U-Joints feature low-profile zerk fittings to enhance cross strength.

The grease-relief valve found in all MOOG dust boots keeps moisture and debris out while ensuring proper fill levels by releasing grease away from brake components.

WHAT IS THE PROPER PROCEDURE FOR GREASING MOOG CHASSIS PARTS?

When greasing MOOG chassis parts, a hand grease gun is preferred. If a pressurized grease gun is used, take great care not to exceed the grease relief valve's output to help prevent damage to the boot.

- 1** Clean the grease fitting of any old grease and contamination to prevent it from entering through the grease fitting.
- 2** Pump grease slowly into the component until the old grease and contaminants are flushed out of the assembly through the grease relief valve. If old grease does not exit, fill the assembly until the boot starts to swell but do not overfill the boot.
- 3** After greasing each chassis part, be sure to wipe the grease fitting and surrounding area clean to prevent contaminants from building up on and around the grease fitting and boot.



In applications with tight clearances, low-profile zerk make injecting fresh grease easy and possible.

On applications with tight clearances and on the end of a cap of MOOG Super Strength® U-Joints, a low-profile grease fitting is used. A needle fitting is required to inject grease for these applications.

Tech line: **1-800-325-8886**

MOOG

The Problem Solver®