

# MOOG

THE PROBLEM SOLVER®

## DID ■ YOU ■ KNOW?

ADVICE FOR THE PROFESSIONAL

### Overview

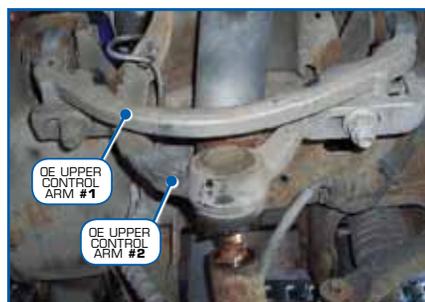
Through model year 2005 on the vehicles listed below, the OE passenger side (right) upper control arm may be a two-piece design that allows caster adjustment from the factory. MOOG offers an easy-to-install one-piece control arm as an alternative to the traditional two-piece design if the bushings require replacement.

#### Models affected:

Make/Model	Years	MOOG Part No.
Ford Explorer	1995-2001	K80068 (one-piece design)
Ford Explorer Sport Trac	2001-2004	
Ford Ranger	1998-2007	and/or
Mazda B2300	2003-2004	K8710T (two-piece design)
Mazda B3000	1998-2004	
Mazda B4000	1998-2004	
Mercury Mountaineer	1997-2001	

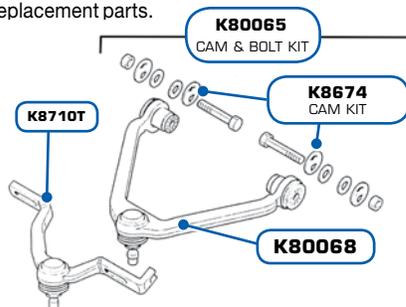
### Identification Procedure

The photo below shows the OE two-piece design.



### Removal Procedure

The figure below shows available MOOG K80068 replacement parts.



Inspect the pinch bolt hole and remove any dirt from the holes in the steering knuckle. The steering knuckle must be replaced if any damage is noted or if the old ball joint was loose or broken.

Failure to replace a damaged or worn steering knuckle may cause loss of steering ability since the ball joint may break and cause the wheel to separate from the vehicle.

1. Firmly support the vehicle under the lower control arm and remove the wheel and tire assembly.
2. Mark the position of the alignment cams on the upper control arm inner pivot position.
3. Remove the pinch bolt and nut separating the upper ball joint stud from the steering knuckle and discard.
4. Separate the stud of the upper ball joint from the steering knuckle.
5. Remove the two inner pivot bushing alignment cam bolts and nuts.
6. Remove the old control arm and ball joint assembly and discard.

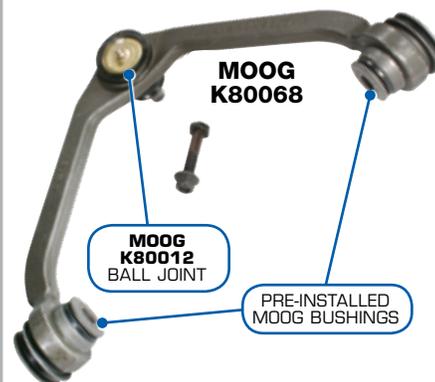
### Installation Procedure

1. Install the MOOG K80068 upper control arm and ball joint assembly into the slots in the frame. Insert the two original alignment cam bolts and nuts;\* line up the marks previously made, but do not fully tighten at this time.

Can't next column

### Installation Procedure (con't)

The MOOG K80068 features a one-piece forged design, with pre-installed MOOG bushings and a pre-installed MOOG Problem Solver K80012 ball joint.



2. Position the new dust boot over the stud of the ball joint with the words "MOUNT INBOARD" positioned away from the wheel. Press the new dust boot onto the new ball joint housing using a suitable press tool.
3. Thoroughly clean the hole of the steering knuckle before assembly of the stud with the knuckle. Insert the stud of the new ball joint through the hole of the knuckle and install the new pinch bolt and nut supplied. Torque the nut to 30-40 ft. lbs. (40-55 Nm).
4. Install the grease fitting into the ball joint and lubricate with a good grade of chassis grease.
5. Install the wheel and tire and lower the vehicle to the floor. Tighten the two inner pivot bushing cam bolts and nuts to 84-112 ft. lbs. (113-153 Nm).
6. Align the front end of the vehicle to specifications. A check of the wheel balance is recommended.

\* MOOG engineers recommend installing the MOOG K8674 Problem Solver cam kit or the MOOG K80065 cam and bolt kit assembly for the proper alignment procedure.