

DID YOU KNOW?

CORRECT FITTING POSITION FOR LINK STABILIZERS

ADVICE FOR THE PROFESSIONAL DYK21-03

APPLICATION EXAMPLES:

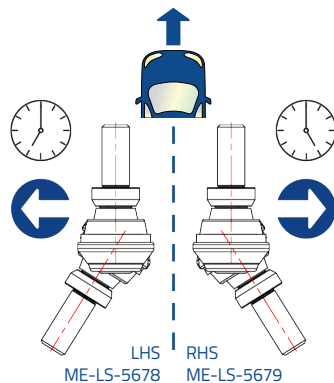
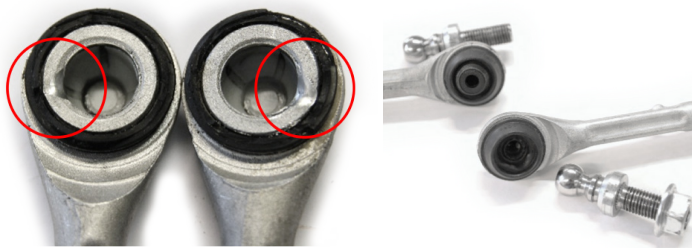
Mercedes C-Class
Audi A6

OVERVIEW

Some link stabilizers can appear to be symmetrical, when in fact they are handed parts with specific left and right fitting positions. Sometimes this is overlooked by installers.



Link stabilizers where ball pins are angle-shifted by 150° (only 30° less than a full symmetric part) are good examples. Installers can easily invert the L/R position, without having to apply an abnormal force during fitment. This error soon leads to a knocking noise, potentially resulting with the ball pin escaping from its housing.



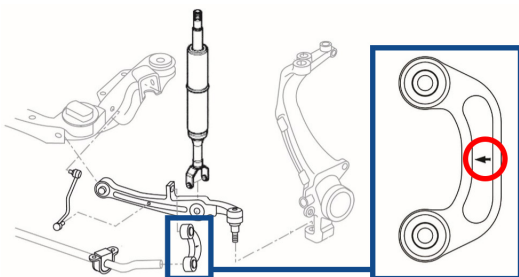
FRONT AXLE OF MERCEDES C-CLASS (W204) 2007-2014

Moog recommends careful checking that each part is the correct one according to the L/R fitting position, prior to installation. An easy way to perform this check is to keep the foreground ball pin in front of you.

- If the background ball pin is angle-shifted by 150° counter clockwise (like a watch indicating 7 o'clock) the part is ME-LS-5678 and must then be fitted on left hand side.
- If the background ball pin is angle-shifted by 150° clockwise (like a watch indicating 5 o'clock) the part is ME-LS-5679 and must then be fitted on right hand side.

FRONT AXLE OF AUDI A6 (C6) 2004 - 2010

Another typical example is the link stabilizer for the Audi A6 that must be oriented with the arrow indication on the shock absorber fork.



Any inverted fitment will inevitably cause a premature wear of the bushes.

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