DID YOU KNOW ?

FORD TRANSIT BALL JOINTS AND WISHBONE ARMS

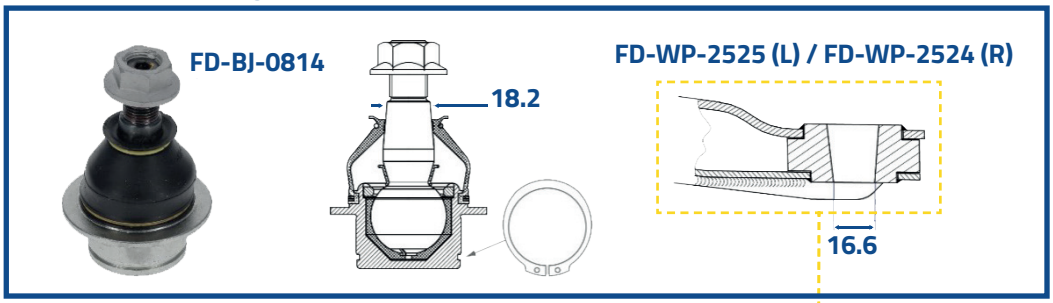
ADVICE FOR THE PROFESSIONAL
DYK23-15

The Ford Transit model [2006 – 2014] was manufactured with two distinct combinations of ball joints and wishbone arms and the correct fitment is determined by the vehicles **maximum axle load**.

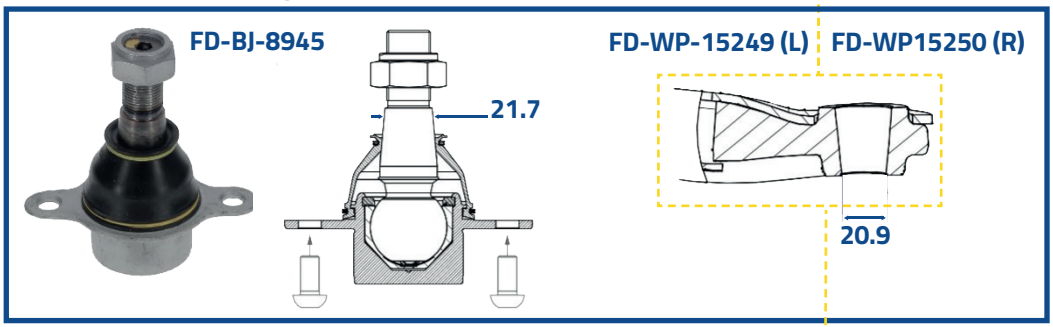
The Original Equipment and Aftermarket are defining those axle load specifications in different ways such as: **normal/maximum gross axle weight rate, increased payload, vehicles with standard/reinforced chassis, normal/heavy duty suspension**. Therefore it can be quite confusing to select the correct part especially as the wishbone arms look very similar between both axle load versions.

A quick measurement of the Ø of the ball joint cone, can also confirm which axle load version you are working on

Normal front axle weight rate



Maximum front axle weight rate



A visual check of the fitted ball joint can help to ensure a correct selection:

- If the pressed ball joint is **secured by a snap ring** at the edge of its housing then the vehicle has normal suspension and FD-WP-2524/2525 + FD-BJ-0814 are the correct MOOG products for the vehicle
- If the pressed ball joint is **secured by two M10 screws** on its housing then the vehicle is equipped with reinforced suspension and FD-WP-15249/15250 + FD-BJ-8945 are the correct MOOG products for the vehicle

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