

Bulletin ServiceLinkSM



Bulletin SL11-94
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SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

IDLER ARM INSPECTION

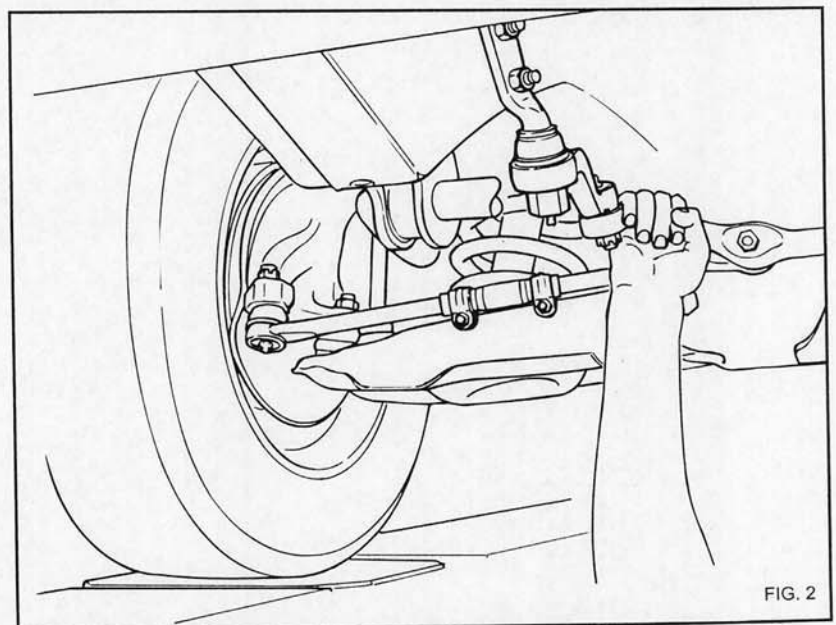
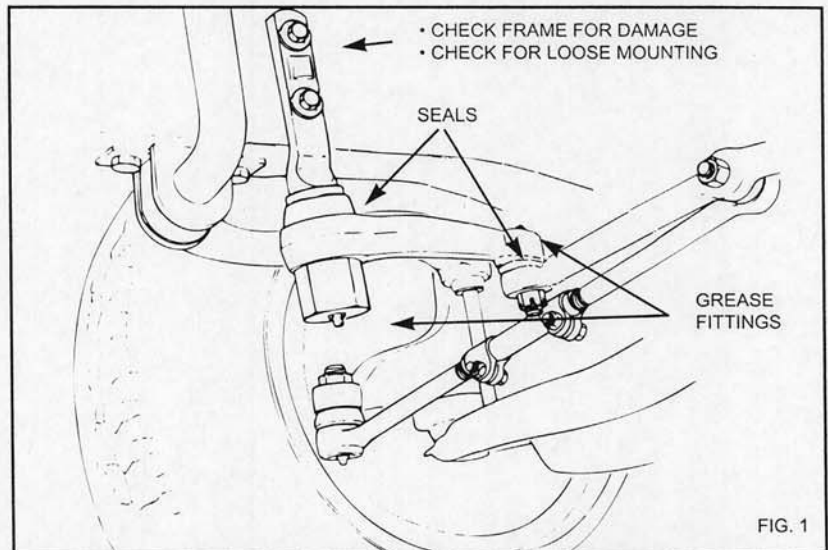
An accurate inspection of this component is important because a loose Idler Arm can affect handling and tire wear.

Idler arm inspection should begin with inspection of the frame mounting point, Idler Arm seals, and grease fitting(s), fig. 1.

A check for looseness can be made by grasping the centerlink as shown in Fig. 2. Apply moderate hand force and look for excessive movement in the Idler Arm pivot and tire. The vehicle should be at it's normal running position when this check is made.

The amount of looseness that is acceptable will depend on the amount of tire movement and whether there are any specific problems or complaints that can be attributed to the Idler Arm's movement.

If the manufacturer has a recommended specification for checking the Idler Arm, fig. 3, this specification should be used in lieu of the hand force check previously mentioned.



Check the vehicle's service manual for the manufacturer's recommendations. In the illustration, fig. 3, the technician is measuring both the force applied and the amount of movement.

General Motors recommends the inspection procedure shown in Fig. 3 and specifies a total of $1/4$ " of upward and downward movement. In the illustration, the technician is applying 25 pounds of force with a spring scale. If the total movement measured is in excess of $1/4$ ", with 25 pounds of force applied both up and down, the Idler Arm should be replaced. This specification applies to both passenger cars and light trucks.

CAUTION:

Do not check an Idler Arm by jerking the right side wheel. The forces generated in this manner are exaggerated by the tire size, steering arm length, suspension height (vehicle loaded or unloaded), and if the wheel is hanging in the full rebound position, fig. 4. This method will often distort the amount of movement present.

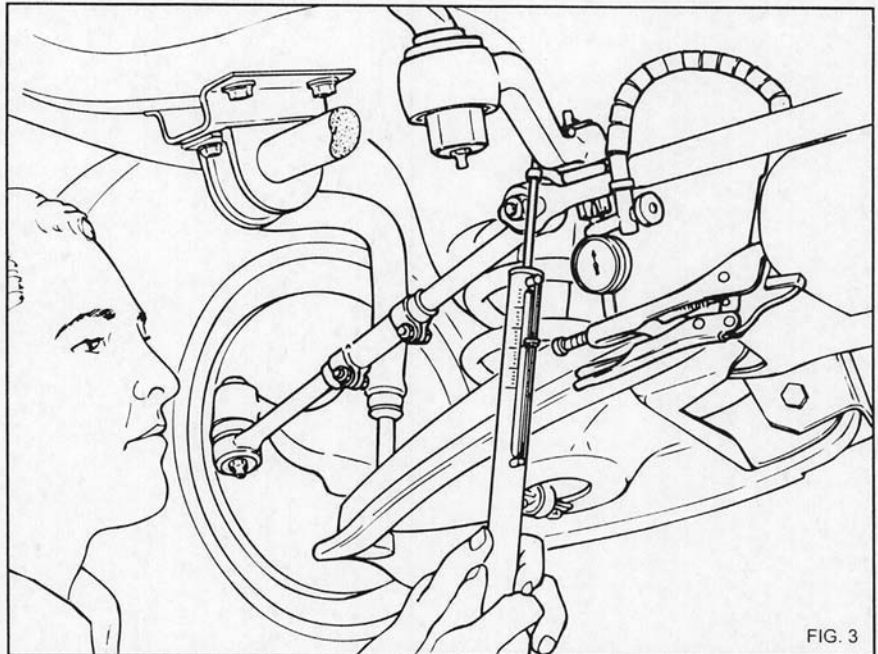


FIG. 3

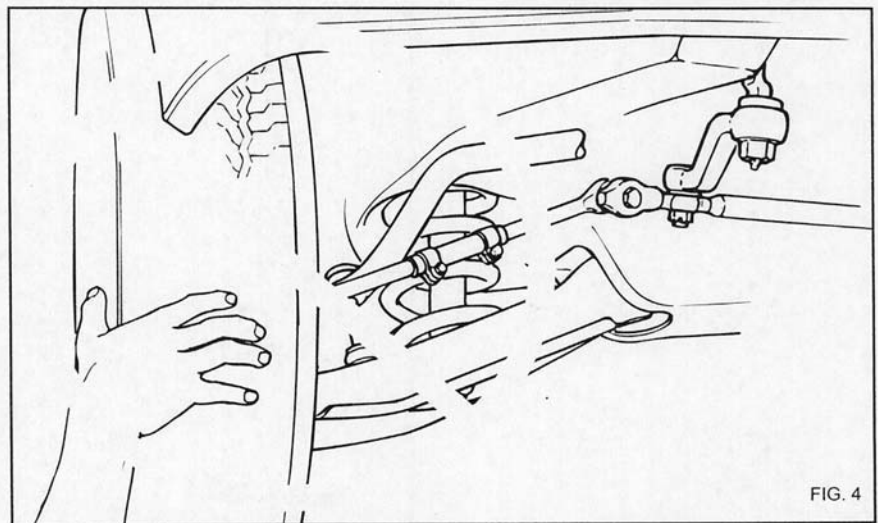


FIG. 4