



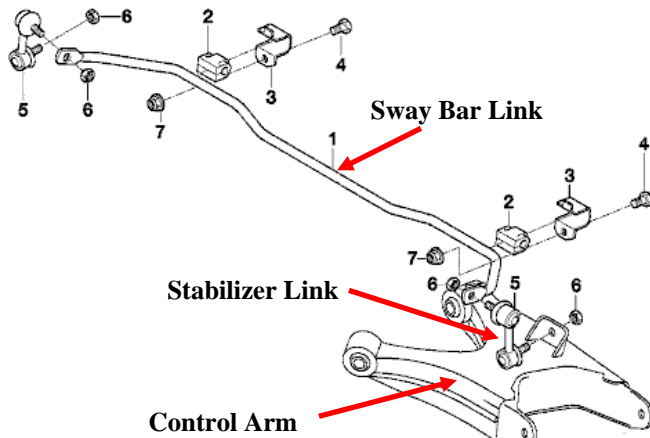
February, 2010 News Bulletin

Stabilizer Links Often The First Chassis Component to Wear Out *Falcon Steering's Design Prevents Premature Wear*

Stabilizer links attached the sway bar link to the control arm and help maintain precise handling and steering response. When a stabilizer link shows early signs of wear, the vehicle will experience increased sway in turns and noise when driving on uneven road surfaces. This is usually attributable to premature wear in the ball joint assembly. In extreme cases the stabilizer link weld can break and create a clunking noise and severe vehicle sway.

To ensure a strong durable weld, Falcon Steering produces their stabilizer link arms with 1" metal bar stock versus a 3/8" bar stock used by many competitors. This may sound like an insignificant difference, but 1" bar stock has a nearly 27% larger diameter than a 3/8" bar which provides 27% more weld surface area.

1" Bar Stock Provides 27% More Weld Surface

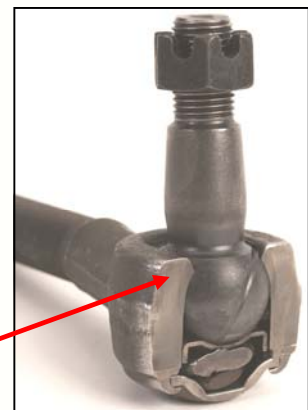


This helps eliminate premature weld breaks which will cause instable driving conditions. Thicker bar stock also helps eliminate excessive twisting of the stabilizer link arm under heavy torque loads.

Additionally most premature ball joint failure is due to poorly designed components which lead to costly repairs down the road.

The problem with many competitive products is they use nylon bushings within the ball socket. Although this can be ideal for perfect road conditions, nylon is subject to premature wear when exposed to the potholes & bumpy surfaces of today's roads.

Falcon Steering Systems provides a premium **solution** by using high grade "Chromium Molybdenum" hardened steel ball studs and a hardened PM ball seat to ensure long lasting performance and precise steering response.



Designed To A Standard - Not To A Price

