

Removal and Installation of Center Tie-Rod

Job No.

46—9

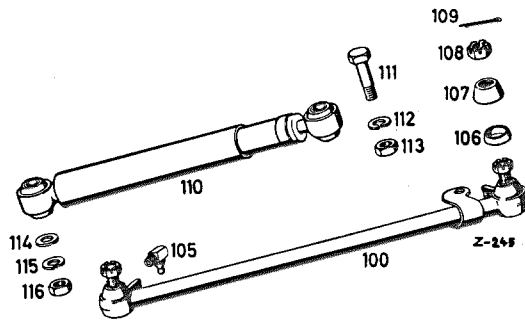


Fig. 46—9/1

100 Center tie-rod	111 Hexagon screw
105 Pinion rim grease fitting	112 Lock washer
106 Sealing cover	113 Hexagon nut
107 Rubber cuff	114 Washer
108 Castle nut	115 Lock washer
109 Cotter pin 2 × 25	116 Hexagon nut
110 Steering shock-absorber	

Removal:

1. Disconnect the steering shock-absorber from the center tie-rod by unscrewing the hexagon nut (113) and tapping out the hexagon screw (111) (Fig. 46—9/1).
2. Pull the cotter-pin out of the castle nuts, unscrew the castle nuts and use Bell-shaped Puller 186 589 10 33 to press out the ball-heads from the steering gear arm (5) and from the steering relay arm (6) (see Fig. 46—1/1).
3. Remove the sealing covers (106) and the rubber cuffs (107) (Fig. 46—9/1).

4. Check the ball-heads for wear. Check the effectiveness of the compression spring by depressing the ball-head.

Note: The ball-heads cannot be repaired because the screw fitting is machine-pressed into the ball-head.

5. Check the center tie-rod for distortion. A bent center tie-rod must not be straightened! The center tie-rod is only supplied as a replacement part complete with ball-heads as a single assembly.

Installation:

6. Place a sealing cover (106) and a rubber cuff (107) on each of the ball-heads. Press the center tie-rod into the steering gear arm and the steering relay arm (Fig. 46—9/1).

Note: The contact face of the ball-heads must be free of oil and grease!

7. Tighten and cotter the castle nuts.
8. Screw the steering shock-absorber onto the center tie-rod.
9. Lubricate the center tie-rod.