

Survey of Center Tie-Rods

A. General

On Models 180 to 220 SE the center tie-rods differ in length and in the type of bracket for attaching the steering shock absorber (see Fig. 46-9/1 and Table).

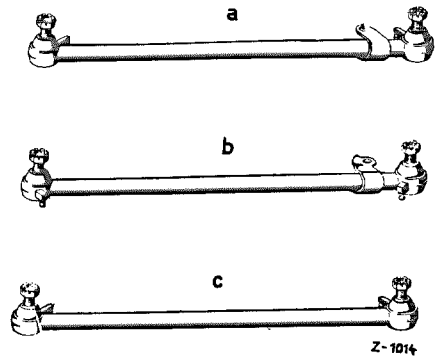


Fig. 46-9/1

- a) Version with straight bracket
b) Version with curved bracket
c) Version without bracket

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Model	Center tie-rod		Length mm	Remarks
	with grease nipples on ball joints Part No.	with self-lubricating ball joints Part No.		
180, 180 D, 180 Db	120 460 11 05	120 460 14 05	286±1	Bracket for steering shock absorber straight
180 a, 180 b, 190 D, 190 Db	121 460 02 05	120 460 13 05		
190, 190 b	121 460 09 05	121 460 15 05		Bracket for steering shock absorber curved
190 SL	121 460 02 05	120 460 13 05		(1st version) Bracket for steering shock absorber straight. Installed up to Chassis End No. 55 01501
	121 460 09 05	121 460 15 05		(2nd version) Bracket for steering shock absorber curved. Installed as from Chassis End No. 55 01502
219, 220 a 220 S, 220 SE	121 460 07 05	180 460 13 05	326±1	Without bracket for steering shock absorber

Note: The length of the center tie-rod is measured from center ball stud to center ball stud.

Center Tie-Rods with Self-Lubricating Ball Joints

On Models 180 a, 180 b, 180 D, 180 Db, 190, 190 b, 190 D, 190 Db, 190 SL, 219, 220 S, and 220 SE the tie-rods are now installed with self-lubricating ball bearings. For details see Job No. 33-6.

B. Removal and Installation

On Models 180 to 220 SE the removal and installation procedures for the center tie-rod are the same as on Model 190 but on the six-cylinder models it is not necessary to remove and attach the steering shock absorber.