

## 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).

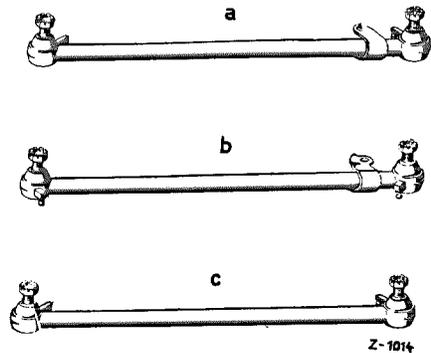


Fig. 46-9/1

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

### Survey of Center Tie-Rods

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		(1 <sup>st</sup> version) Bracket for steering shock absorber straight. Installed up to Chassis End No. 55 01501
	121 460 09 05	121 460 15 05	(2 <sup>nd</sup> 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.