

Removal and Installation of Center Tie-Rod

Models 219, 220a, 220S

Job No.

L 9

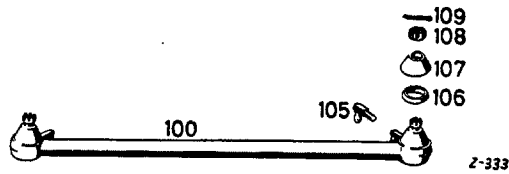


Fig. L 9/1

- 100 Center tie-rod
- 105 Pinion rim grease fitting
- 106 Sealing cover
- 107 Rubber cuff
- 108 Castle nut
- 109 Cotter pin 2 × 25

Note: The ball-heads of types 219 and 220 S cannot be repaired, because the screw fitting is machine-pressed into the ball-head.

On Model 220 a the screw fittings are made to screw in. Thus on this Model, the ball studs and pressure springs can be replaced.

4. 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.

Removal:

1. Pull the cotter-pin out of castle nuts, unscrew the castle nuts and use Bell-shaped Puller 186 589 1033 to press out the ball-heads from the steering gear arm (5) and from the steering relay arm (6) (see Fig. L 1/1).
2. Remove the sealing covers (106) and the rubber cuffs (107) (Fig. L 9/1).
3. Check the ball-heads for wear. Check the effectiveness of the compression spring by depressing the ball-head.

Installation:

5. 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. L 9/1).

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

6. Tighten and cotter the castle nuts.
7. Lubricate the center tie-rod.