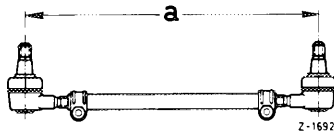


46-540 Removal and installation of track rod

Data

Part No.	Length "a"	Remarks
115 330 07 03	342 ± 2	Lefthand thread mounted at the left in driving direction



Approved grease types for ball joint

Multi-purpose grease	refer to Specifications for service products, page 267
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Tightening torques	Nm	(kpm)
Castle nut for attaching track rod to steering arms	35	(3.5)
Hex. bolt to clamp of track rod	20	(2)

Special tool

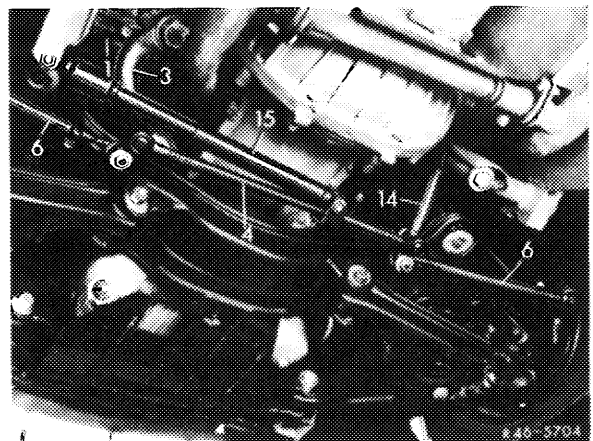
Puller for ball joint of track rod on steering arms		186 589 10 33 00
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Self-made tools

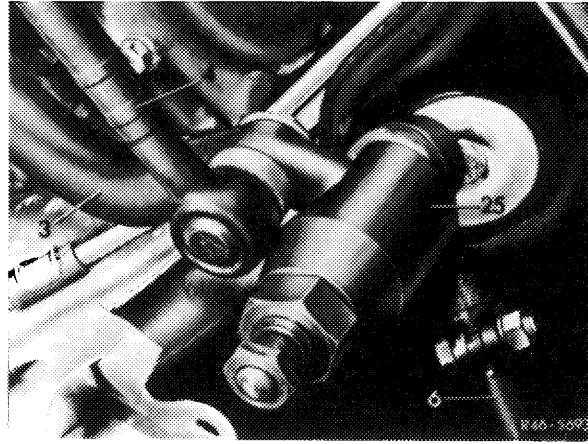
Assembly bushing for flat wire clamping ring	refer to illustration item 8
Assembly bushing for plastic ring	refer to illustration item 8

Removal

- 1 Uncotter castle nuts on joints of track rod (6) and unscrew.



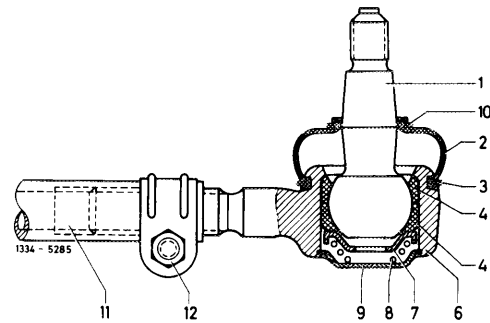
2 Remove track rod (6) on steering arms with puller (25).



Checkup

3 Check joints of track rod. If joints are moving too easily or in the event of play, replace respective track rod head.

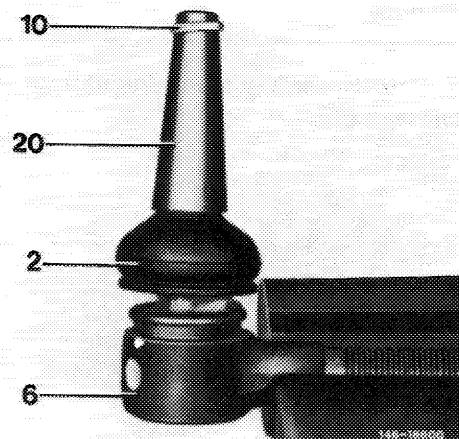
4 Check rubber boots (2) for joints. **If the rubber boot of a used joint is damaged, completely replace respective joint.**



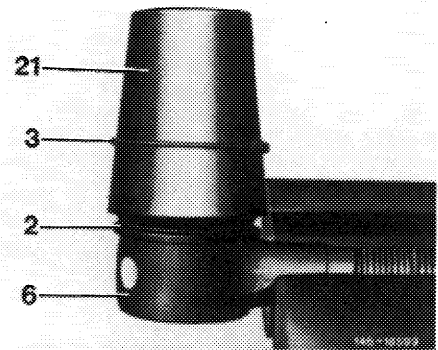
5 If the rubber boot (2) has been damaged during removal of track rod, only the rubber boot need be replaced. For this purpose, remove flat wire clamping ring (3) and pull off boot including plastic fastening ring (10).

6 Prior to mounting new rubber boot, fill space between boot and joint with specified grease.

7 Place rubber sleeve (2) and then assembly sleeve (20) on ball pin. Insert plastic fastening ring (10) over assembly bushing into rubber boot.

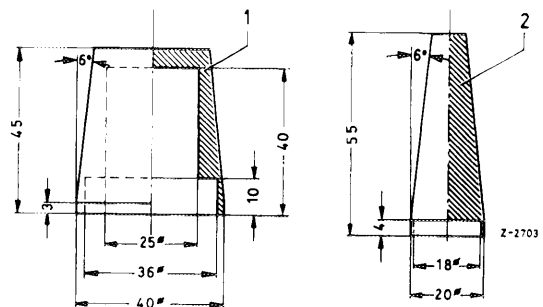


8 Place assembly bushing (21) on ball joint and over rubber bushing (2) and insert flat wire clamping ring (3).



Note: Assembly bushings are self-made according to specified dimensions.

- 1 Assembly sleeve for flat wire clamping ring
- 2 Assembly sleeve for plastic ring



Note: The service-free joints are filled with grease for life. On these joints, **sealing** against penetration of dirt is of decisive importance for life of joint. For this reason, a **damaged rubber boot must be replaced immediately**, since otherwise the entering dirt will result in worn joints. For the same reason, it is also necessary to **check the joints regularly and carefully**.

Installation

Mount track rods in such a manner that the track rod head **with lefthand threads is always at the left** (seen in driving direction).

9 Clean ball pins as well as conical seats in steering arms perfectly from grease. Then push ball pin tightly into cone of steering arm, **screw-on castle nut** and tighten. Tightening torque 35 Nm (3.5 kpm) – reference value cotter castle nut.

10 Check wheel adjusting values on front axle (40–320).