

Steering Linkage

CHRYSLER CORP.

"D", "AD", "PD" MODELS

Tie Rod End Removal — **NOTE** — Removal of tie rod ends from steering arm or center link by methods other than using Special Tool C-3894-A will damage tie rod end seal. Install suitable tie rod end puller (C-3894-A) and remove rod end by turning puller screw. Before installing, replace any seals that are damaged or worn.

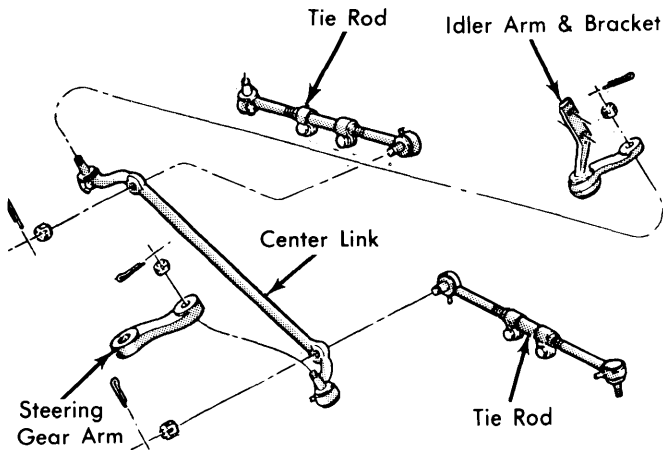


Fig. 1 Disassembled View of Steering Linkage for "D", "AD" and "PD" Models

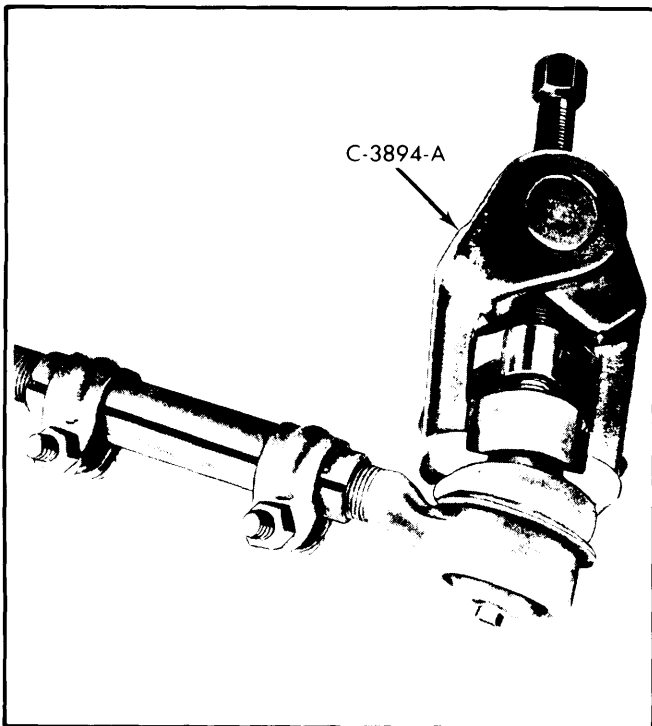


Fig. 2 Separating Tie Rod End Using Special Tool

"B" & "PB" MODELS

Ball Joints — Compression (tension) type lower ball joints are used on all models. Ball joints are of semi-permanent lubricated type except for vehicles used for off-highway operations. Lower ball joints should be replaced if axial end play exceeds .020".

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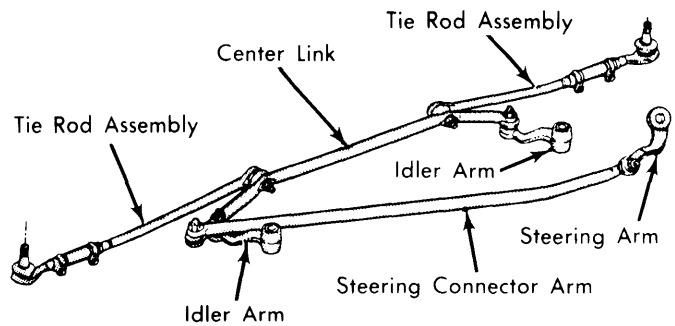


Fig. 3 Disassembled View of Steering Linkage for "B" and "PB" Models

"W", "AW", "PW" MODELS

Ball Joints — Steering linkage ball joint service is same as on two-wheel drive vehicles. See "D", "AD", "PD Models in this article. Servicing ball joints used on steering knuckles requires dismantling of knuckle. See *Open Steering Knuckles* in this Section.

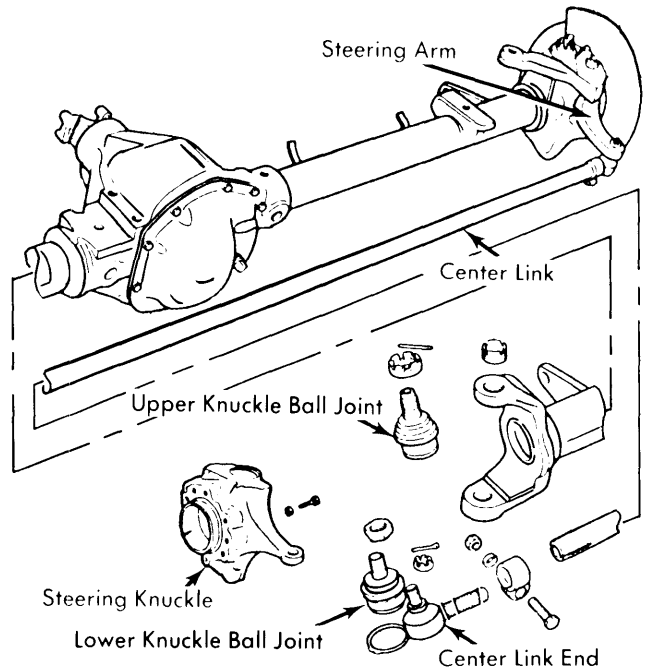


Fig. 4 4WD Steering Linkage Assembly (W100 is Model Shown)

CHRYSLER CORP (Cont.)

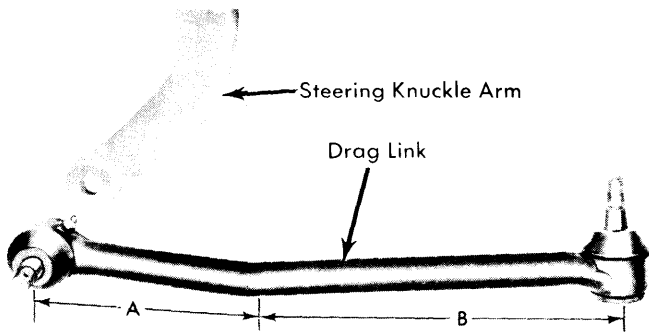


Fig. 5 Correctly Installing Drag Link for "W", "AW" and "PW" Models.

Drag Link – Drag link must be installed to steering knuckle arm with short half ("A") attaching to knuckle arm.

MOTOR HOME CHASSIS ("M" MODELS)

Servicing Components – Front axle assembly may be divided into four subassemblies: "I" beam axle, steering knuckles, steering linkage, and brake assemblies. It is not necessary to remove complete assembly to service steering linkage.

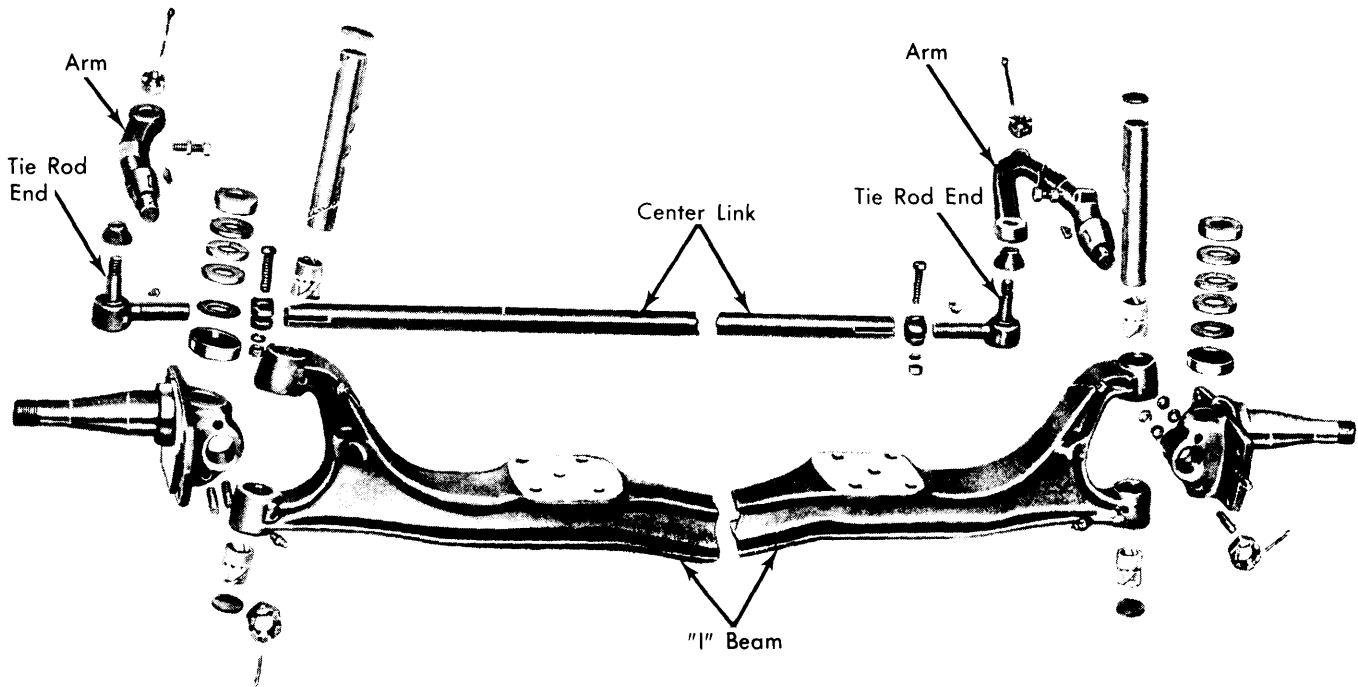


Fig. 6 Disassembled View of Motor Home Chassis Steering Linkage (Linkage for Elliot Type Axle Shown)

FORD MOTOR CO.

ALL MODELS

Tie Rod & Link Replacement – 1) Replace drag link or connecting rods if ball studs are excessively loose, components are bent or threads are stripped. Never try to straighten drag link or connecting rods.

2) Remove cotter pins and nuts from drag link ball studs and from right connecting rod ball stud. Remove right connecting

rod ball stud from drag link. Remove connecting rod ball studs from steering arm and pitman arm.

3) Remove cotter pin and nut from left connecting rod. Remove ball stud from steering arm. Loosen clamp bolts on adjustment sleeve. Unscrew left and right connecting rods from adjustment sleeve.