

CHRYSLER CORP.

All Models

(Exc. "W", "AW" & "PW" Models)

NOTE — Removal of tie rod ends from steering arm or center link by methods other than using tie rod end puller (C-3894-A) will damage tie rod end seal.

Tie Rod Replacement — 1) Raise vehicle on hoist and remove cotter key and nut from tie rod end. Install puller (C-3894-A) and remove tie rod end from center link. Loosen sleeve clamping bolt and unscrew tie rod end.

2) Screw new tie rod end onto sleeve. Connect rod end to knuckle arm or center link and torque to specifications. Install cotter key. Lower vehicle and adjust toe-in. Position clamp on sleeve so that bolt is on the bottom on van models, or so that bolt and clamp opening is in line with slot in sleeve on pickup models.

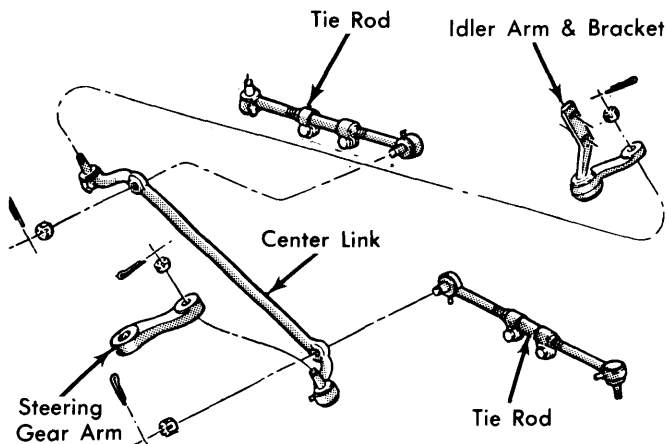


Fig. 1 Disassembled View of Steering Linkage for "D", "AD" and "PD" Models

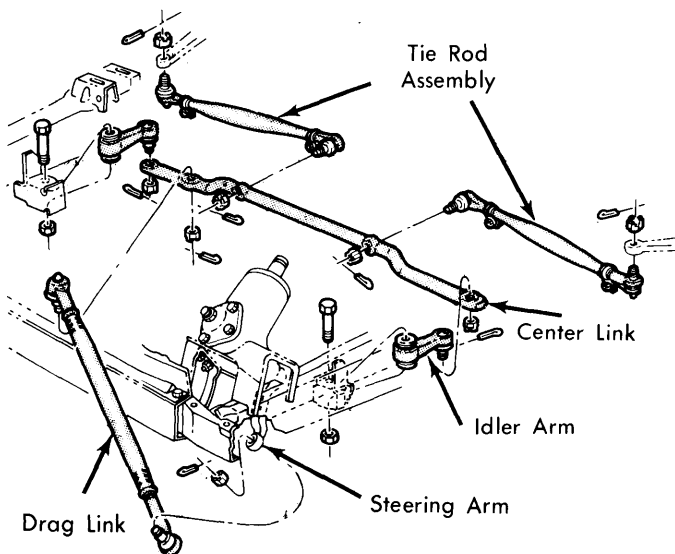


Fig. 2 Disassembled View of Steering Linkage for "B", "CB", "MB" and "PB" Models

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 use. Lower ball joints should be replaced if axial end play exceeds .020".

"W", "AW" & "PW" Models

Ball Joints — Steering linkage ball joint service is same as on two-wheel drive models. Servicing ball joints used on steering knuckles requires dismantling of knuckle. See *Open Steering Knuckles in this Section*. Any end play or looseness in ball joints on four-wheel drive models requires replacement of ball joints.

Tie Rod Replacement — Raise vehicle. Turn wheels to give best access to tie rod end. Remove cotter key and nut. Loosen clamping bolt nut. Install tool C-3894-A, and remove tie rod end from steering knuckle. Measure and record distance from end of tie rod to outside edge of tie rod end. Unscrew tie rod end. When installing, screw new tie rod end onto tie rod the same distance as recorded when removing old tie rod end. Reverse removal procedures, and position clamping bolt to bottom of tie rod. Adjust toe.

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

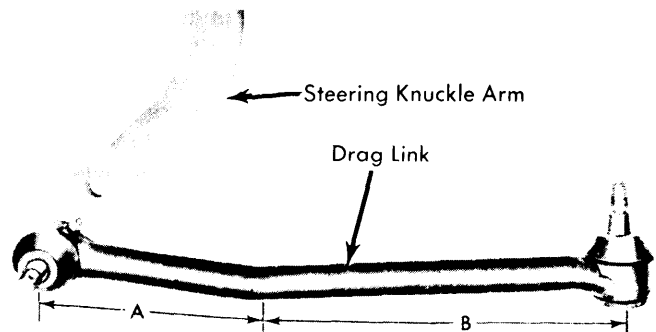


Fig. 3 Correctly Installing Drag Link for "W", "AW" and "PW" Models

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Tie Rod Clamping Bolt	
AD100, D150, D200	13
D300, D400	25
B, CB, PB, MB (Exc. Heavy Duty)	13
B, CB, PB, MB (Heavy Duty)	26
Tie Rod End Nuts	
AD100, D150, D200, D300, D400	40
AW100, W150, W200, W300, W400	60
B, CB, PB, MB,	
5/16" Nut	55
3/8" Nut	75