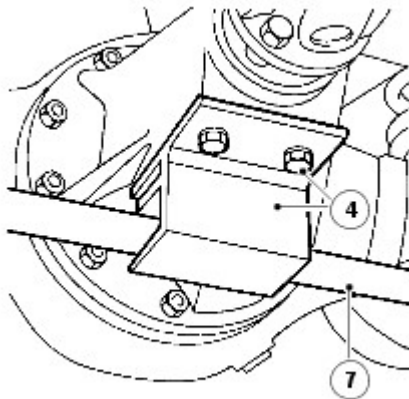


Tie Rod End (57.55.07)

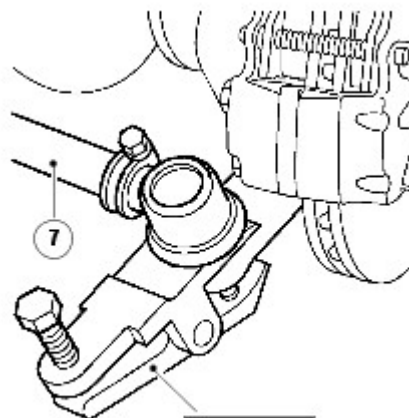
Removal

- 1 . Park vehicle on level ground and chock rear wheels.
- 2 . Raise vehicle and locate axle stands or use a ramp.
- 3 . Centralise steering.
For additional information, refer to [Steering Gear Centralization](#)
- 4 . Unscrew 2 bolts and remove tie rod protection bracket from axle differential housing.
- 5 . Remove split pin and castellated nut securing tie rod to swivel housing arms.
- 6 . Disconnect tie rod ends using LRT-57-018.



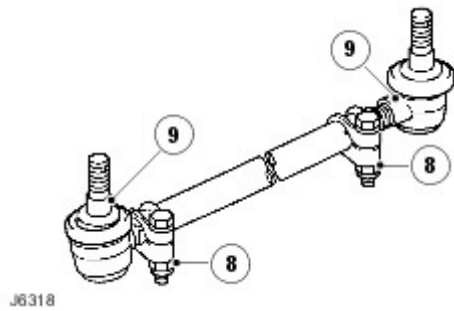
J6316

- 7 . Remove tie rod.



J6317

- 8 . Slacken clamp bolts.
- 9 . Unscrew tie rod ends.



Installation

- 1 . Fit new tie rod ends to tie rod and loosely tighten clamp bolts.
- 2 . Screw in tie rod ends to full extent of threads and fully tighten clamp bolts.



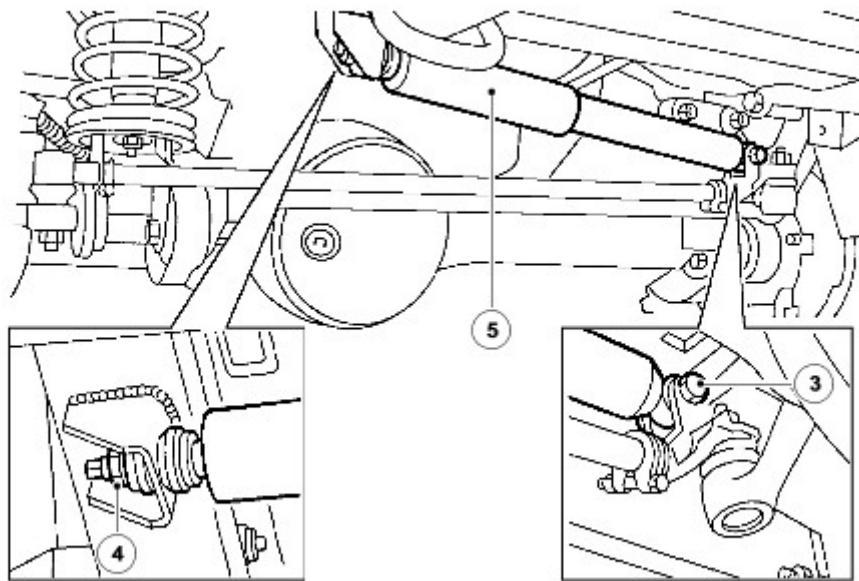
CAUTION: A tie rod that is damaged or bent must be renewed. **DO NOT** attempt to repair or straighten it.

- 3 . Fit tie rod to swivel housing arms and tighten tie rod end nuts to 44 Nm (32 lbf/ft). Fit new split pin.
- 4 . Fit tie rod protection bracket to axle differential housing and tighten to 30 Nm (22 lbf/ft).
- 5 . Check wheel alignment.
For additional information, refer to [Front Toe Adjustment \(57.65.01 or 57.65.14\)](#)
- 6 . Remove axle stands or vehicle from ramp.

Steering Linkage Damper

Removal

- 1 . Park vehicle on level ground and chock rear wheels.
- 2 . Raise vehicle and locate axle stands or use a ramp.
- 3 . Remove bolt securing steering linkage damper to drag link bracket.
- 4 . Remove retaining nuts, washers and rubber bush securing steering linkage damper to chassis mounting.
- 5 . Withdraw steering linkage damper.



J6315

- 6 . Check rubber bushes and washers, renew if necessary.

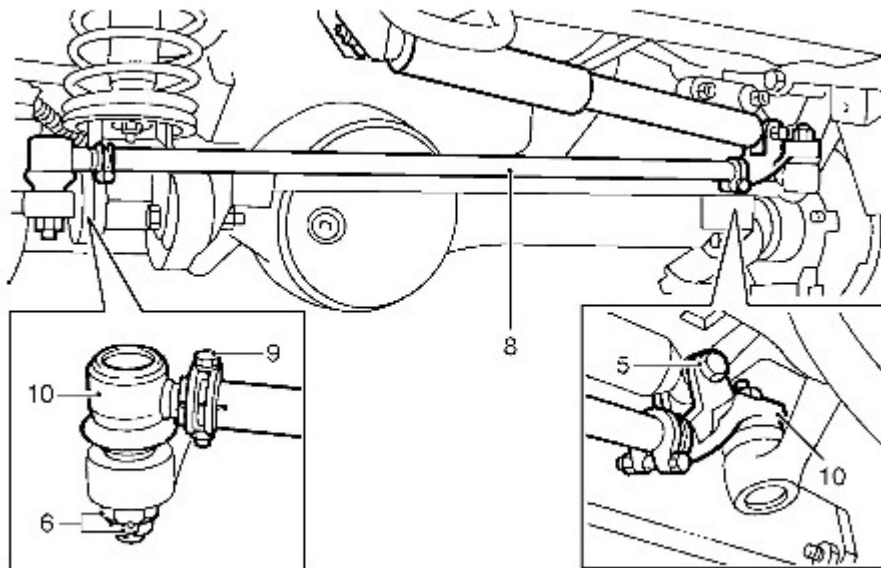
Installation

- 1 . Ensuring rubber bushes and washers are correctly positioned, fit steering linkage damper to chassis mounting.
- 2 . Instal steering linkage damper to drag link bracket.
- 3 . Remove axle stands or vehicle from ramp.

Sector Shaft Arm Drag Link

Removal

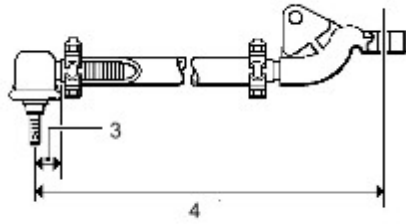
- 1 . Park vehicle on level ground and chock rear wheels.
- 2 . Set road wheels in straight ahead position.
- 3 . Raise vehicle and fit axle stands or use a ramp.
- 4 . Remove front road wheel.
- 5 . Disconnect steering damper at sector shaft arm drag link bracket.
- 6 . Remove split pin and castellated nut securing sector shaft arm drag link ball joint to swivel housing arm.
- 7 . Disconnect sector shaft arm drag link ball joints using LRT-57-018.
- 8 . Remove sector shaft arm drag link.
- 9 . Slacken clamp bolts.
- 10 . Unscrew ball joints and remove from sector shaft arm drag link.



J6319

Installation

- 1 . Clean internal threads of sector shaft arm drag link.
- 2 . Fit new ends to sector shaft arm drag link and loosely fit clamp bolts.
- 3 . Set ball joints to sector shaft arm drag link measurement to 28,5 mm.
- 4 . Adjust ball pin centres to nominal length of 924 mm, this length is adjusted during refit.



J6320

- 5 . Centralise steering box.
For additional information, refer to [Steering Gear Centralization](#)

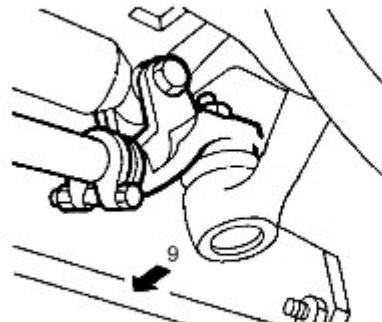
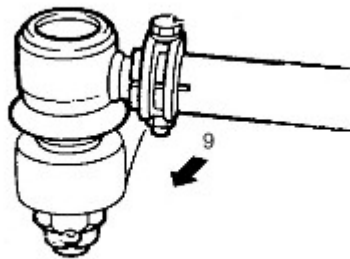
- 6 . Align steering wheel, if necessary.

- 7 .  **CAUTION: A sector shaft arm drag link that is damaged or bent must be renewed. DO NOT attempt repair.**


Fit sector shaft arm drag link to swivel housing arms and tighten nuts to 40 Nm (30 lbf/ft). Fit new split pins.

- 8 . Ensure full steering travel is obtained between lock stops.
For additional information, refer to [Steering Lock Stop Adjustment](#) Adjust sector shaft arm drag link length to suit.

- 9 . Tap ball joints in direction shown so both pins are in same angular plane.



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- 10 . Tighten clamp bolts to 14 Nm (10 lbf/ft).
- 11 . Refit road wheel and remove axle stands or vehicle from ramp.
- 12 . Road test vehicle.
- 13 . 

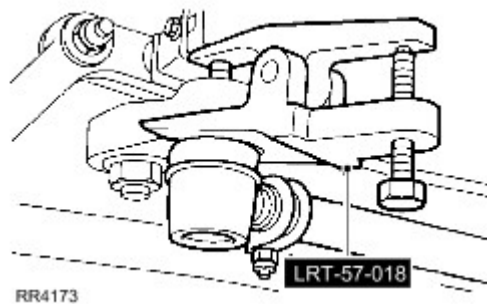
WARNING: To correct steering wheel deviations greater than $\pm 5^\circ$ remove and reposition steering wheel.

If driving straight ahead and steering wheel is offset by $0^\circ \pm 5^\circ$ in either direction, correct by adjusting sector shaft arm drag link length.

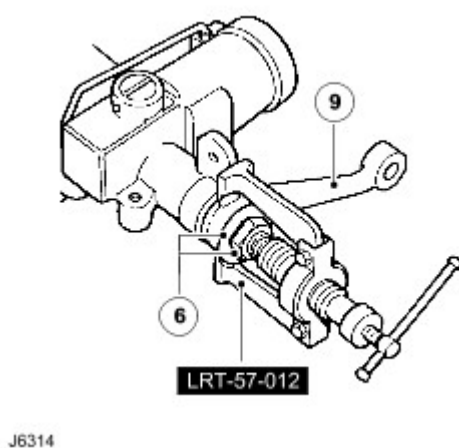
Steering Gear Drop Arm

Removal

- 1 . Park vehicle on level surface and chock rear wheels.
- 2 . Raise vehicle and locate axle stands or use a ramp.
- 3 . Disconnect steering linkage damper from drag link.
For additional information, refer to [Steering Linkage Damper](#)
- 4 . Disconnect drag link ball joint from drop arm using extractor LRT-57-018.



- 5 . Mark drop arm and steering box for reassembly.
- 6 . Bend back tabs on locking washer, slacken retaining nut, but do not remove.
- 7 . Fit extractor LRT-57-012 and release drop arm from steering box spline.
- 8 . Remove nut and discard locking washer.
- 9 . Remove drop arm.



Installation

- 1 . Centralise steering box.
For additional information, refer to [Steering Gear Centralization](#).
- 2 . Align reassembly marks and fit drop arm onto steering box splines.

- 3 . Install new tab washer and retaining nut. Tighten to 176 Nm (130 lbf.ft) and bend over tab washer.
- 4 . Install drag link to drop arm. Tighten ball joint nut to 40 Nm (30 lbf.ft).
- 5 . Remove axle stands or vehicle from ramp.