

Survey of Center Tie-Rods

A. General

On Models 180 to 220 SE the center tie-rods differ in length and in the type of bracket for attaching the steering shock absorber (see Fig. 46-9/1 and Table).

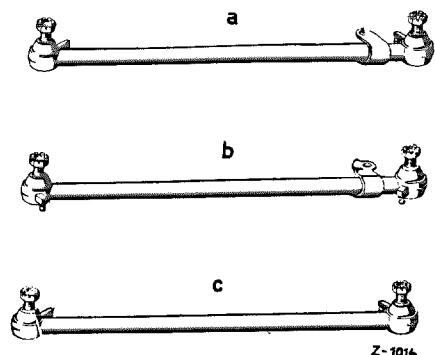


Fig. 46-9/1

- a) Version with straight bracket
b) Version with curved bracket
c) Version without bracket

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| Model | Center tie-rod | | Length mm | Remarks |
|--------------------------------|---|--|--------------|---|
| | with grease nipples on ball joints Part No. | with self-lubricating ball joints Part No. | | |
| 180, 180 D, 180 Db | 120 460 11 05 | 120 460 14 05 | 286±1 | Bracket for steering shock absorber straight |
| 180 a, 180 b, 190 D, 190 Db | 121 460 02 05 | 120 460 13 05 | | |
| 190, 190 b | 121 460 09 05 | 121 460 15 05 | | Bracket for steering shock absorber curved |
| 190 SL | 121 460 02 05 | 120 460 13 05 | | (1 st version) Bracket for steering shock absorber straight. Installed up to Chassis End No. 55 01501 |
| | 121 460 09 05 | 121 460 15 05 | | (2 nd version) Bracket for steering shock absorber curved. Installed as from Chassis End No. 55 01502 |
| 219, 220 a 220 S, 220 SE | 121 460 07 05 | 180 460 13 05 | 326±1 | Without bracket for steering shock absorber |

Note: The length of the center tie-rod is measured from center ball stud to center ball stud.

Center Tie-Rods with Self-Lubricating Ball Joints

On Models 180 a, 180 b, 180 D, 180 Db, 190, 190 b, 190 D, 190 Db, 190 SL, 219, 220 S, and 220 SE the tie-rods are now installed with self-lubricating ball bearings. For details see Job No. 33-6.

B. Removal and Installation

On Models 180 to 220 SE the removal and installation procedures for the center tie-rod are the same as on Model 190 but on the six-cylinder models it is not necessary to remove and attach the steering shock absorber.