

TRW Automotive

Steering & Suspension Systems

Service Bulletin #LNK-100

Boot Seal Replacement Procedure

(replace when seal is damaged or otherwise not sealing correctly)

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This TRW Commercial Steering Division service bulletin has been written to help you repair commercial vehicles more efficiently. This bulletin should not replace your manuals; you should use them together. These materials are intended for use by properly trained, professional mechanics, NOT "Do-it-yourselfers". You should not try to diagnose or repair steering problems unless you have been trained, and have the right equipment, tools and know-how to perform the work correctly and safely.

1. Disconnect drag link from axle arm.
2. If the socket assembly is threaded onto the drag link, unscrew it and remove it from the drag link assembly. If the socket assembly is staked to the drag link, remove the entire drag link assembly.
3. Press or tap on the flanged foot portion of the seal to remove it from the socket assembly. If you use a screwdriver to loosen the seal, be careful not to damage the sealing face of the socket forging.
4. Wipe off all grease and foreign material from around the ball stud and socket throat. Do not use any type of cleanser to remove the grease.
5. Using **#2 NLGI extreme pressure, lithium-based, moly-filled, heavy duty grease**, grease the socket throat and stud ball. Then fill the new boot seal 3/4 full with the same grease.
6. Position the socket assembly in a large vise, or on a press so that the ball stud is perpendicular to the socket stem.
7. Press on the new boot seal using the tool described below. The seal is in place when the flanged portion is seated on the machined section (sealing face) of the socket forging.
8. Reconnect the socket assembly to the drag link, if removed. Reconnect the drag link to the axle arm and tighten to specifications.

TOOL: A section of tubing with the inside diameter as close to the outside diameter of the boot seal (middle section) as possible.

The inside corner of the tube should be radiused (rounded) or chamfered (angled) so it will not cut the rubber during the press-on operation.

CAUTION DO NOT over-press the seal; over-pressing could cause it to deform and seal improperly. DO NOT use a screwdriver, chisel, punch, etc. on the flanged foot of the seal for installation.

CAUTION Over-greasing could cause pre-mature seal failure

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