

**TRW Automotive**

Steering &amp; Suspension Systems

**Service Bulletin #LNK-104****8000 Series Ball Socket Maintenance and Repair Procedures**

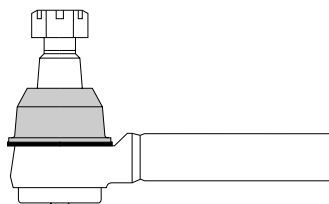
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TRW Ball sockets should be lubricated with **#2 NLGI extreme pressure, lithium-based, moly-filled, heavy duty grease**, at regular intervals recommended by the vehicle manufacturer. General guidelines for lubrication are listed below, but each owner has the ultimate responsibility for making sure the sockets are lubricated appropriately for the vocation of the vehicle.

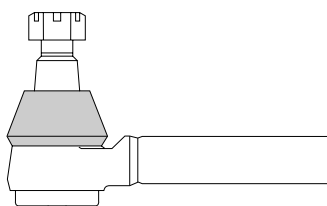
**Lubrication Guidelines (on-highway vehicles only)****With Boot Seal**

Severe Service - Lubricate socket every oil change or 10,000 miles, whichever comes first.

Normal Service - Lubricate socket every-other oil change or 20,000 miles, whichever comes first.

**With Sliding Seal**

Normal Service - Lubricate socket every oil change or more frequently when the vehicle is subjected to harsh environments.



*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.*

**Damage Inspection at Lubrication Intervals**

Any form of tear or improper sealing requires seal replacement.

Steering arm to ball stud mating condition - Any rocking motion between the two mating parts requires replacement of one or both.

Seal replacement instructions are included with replacement parts. (Boot seal replacement bulletin #LNK-100, Sliding seal replacement bulletin #LNK-103.) The procedure for assembling the socket to the mating arm is as follows:

**Assembly of Socket to Mating Arm**

1. Clean and dry the tapered opening of the mating arm and the tapered section of the ball stud.
2. Insert the tapered section of the ball stud through the larger opening of the mating arm.
3. With hand pressure, attach the ball stud to the arm until it locks into position. No rocking motion is allowed between the stud and arm at this position.
4. Attach the slotted hex nut into the threaded portion of the ball stud. Torque the nut to the minimum value recommended by the vehicle manufacturer. If the cotter pin cannot be installed, tighten the nut to the next slot. Do not back off the nut when minimum torque is reached.

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