

TRW Automotive
Commercial Steering Systems

Service Bulletin #LNK-105

Inspection Procedure for TRW Ball Socket Wear

Revised March, 2002

This TRW Commercial Steering Systems' 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.

Truck Shop Inspection Procedure:

1. Make sure the stud is seated tightly in the steering arm taper, and the nut is tight.
2. With vehicle **engine on**, lightly rock the steering wheel while checking for looseness in any threaded joint, or any movement of the stud nut. Any looseness requires repair.
3. With the **engine off** and wheels straight ahead, push and pull the socket in and out by hand (using 50-100 lbs. of pressure) in the direction of the ball stud. If no **AXIAL** movement is detected, the socket is operable. Any free lash detected by hand requires replacement of the socket.

WARNING: Do not use a wrench or other object to apply leverage when inspecting sockets. Applying leverage can give skewed results, and damage components. Component damage may ultimately result in loss of steering control.

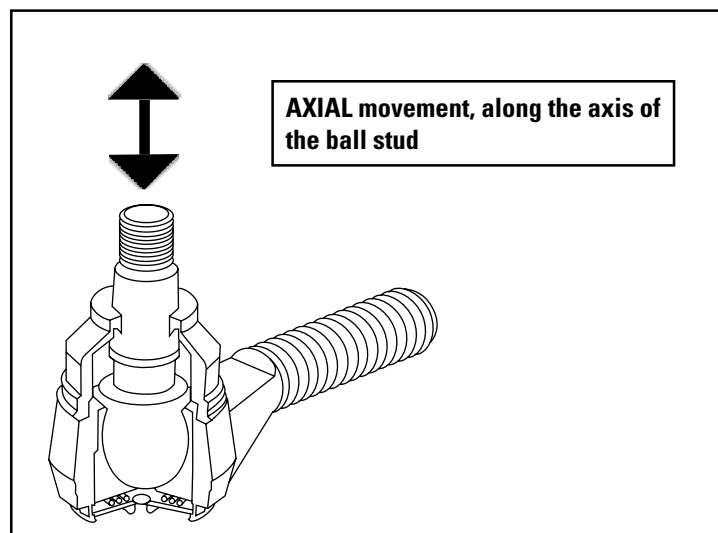
Inspection Station Criteria:

Follow preceding procedures for inspecting ball sockets. Measure any movement detected by hand with a scale for in and out motion on the ball stud axis.

Any motion, other than rotational, between any linkage member and its attachment point of 1/8" (3 mm) or more, measured with hand pressure only, is cause to remove the vehicle from service for immediate socket replacement.

If movement is less than 1/8" (3 mm) the socket should be replaced at the next practical servicing stop.

If no movement is detected by hand the socket is operable.



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