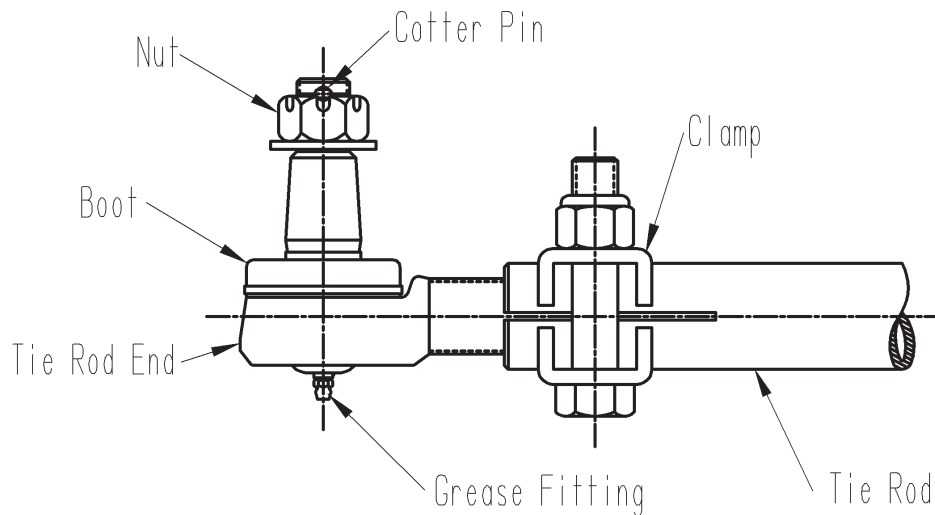


MAINTENANCE INSTRUCTIONS

Tie-Rod End Inspection for Self-Steering Axles



Secure the vehicle with wheel chocks and/or spring applied parking brakes. Raise the SSA so the tires do not touch the ground. Verify that the axle is centered.

CAUTION

Do not lift or support the trailer on any part of the axle or suspension system. Never go under any trailer unless it is properly supported on jack stands which have been rated for the load. Improperly supported vehicles can fall unexpectedly and cause serious injury or death.

OBSERVATION	ACTION
Cracked, torn, or missing boot on tie-rod end.	Replace tie-rod end with original equipment part.
Missing cotter pin.	Tighten nut to 150 ft-lb and install original equipment cotter pin. If hole does not line up, further tighten nut to install cotter pin in next available hole.
Verify that the nut is installed and secured with a cotter pin.	If nut or cotter pin are missing, install original equipment parts only. Tighten nut to 150 ft-lb. If cotter pin hole does not line up, further tighten the nut and install cotter pin in next available hole.
Check that grease fittings are installed and working.	Replace all missing/defective grease fittings.
Tie-rod end moves in any direction (other than rotation). Check by applying moderate force with both hands. Do not use pry bars or tools.	Replace both tie-rod ends with original equipment parts. If tie-rod ends move more than 1/8", it is an "out of service" condition.
Tie-rod does not rotate in either direction (one or both tie-rod ends seized).	Replace both tie-rod ends with original equipment parts.
Tie-rod is bent or damaged.	Replace tie-rod with original equipment part for the specific SSA model number.
Clamp is cracked or damaged.	Replace clamp with original equipment parts.