

## **Fitting grease nipples to lower balljoints of X200**

I am very old school, and the influx of “sealed for life” ball joints is right there on my list of dumb.

My S Type (X200 V6) at 126000kms, has had a strange creaking in the lower ball joints that is annoying, and adds stiffness to the steering, as well as a general harshness to the ride of the car.

Some options:

- 1) New lower ball joints, but the installation is not so simple, and most I spoke to will not touch it.
- 2) New vertical struts with joints installed, costly.
- 3) Fit grease nipples to the existing joints and give them a decent lube.

Option #3 wins hands down.

My method of achieving this:

- 1) Raise the car, usual safety precautions please.
- 2) Remove the road front road wheel.
- 3) Remove the nut that secures the tie rod end to the steering arm, and drop that joint out of the arm.
- 4) Swing the stub assembly to full lock so that access from the front is possible.
- 5) You can now see the top cover of the end of the lower balljoint.
- 6) Make a centre piunch mark in that cap.
- 7) Attach a STRONG magnet to that cap adjacent to that mark.
- 8) Drill a 2mm hole in that cap. The STRONG magnet will attract the filings, so fear not.
- 9) Enlarge that hole to 5mm, and tap a thread to suit the grease nipple to be used. I used a 1/4NF tap, as the nipples I used are 1/4NF threaded.
- 10) Screw in the nipple, and tighten so that grease gun nozzle access is possible.
- 11) Attach the grease gun and pump that joint with grease. Swivel the stub assembly from lock to lock a few times, and then grease it some more.
- 12) Refit the road wheel, and lower the car.

Now do the other side.

This small add on has improved the cars ride, handling, smoothness and silence to better than its ever been.

The 2 snaps show the installed nipple, and the grease attached to the finished job.

