

run up the newly installed lump, I will change the seal and overhaul this part of the engine before continuing to fully build up the unit. Its easier to remove an injector from an engine mounted in a vehicle than to try and chase it round the garage, especially if attempting to remove a difficult or stubborn injector.



I will cover the injector replacement procedure and final test running of a newly installed engine in future sections.

The post [Mercedes Sprinter Diesel Engine – Removal and Replacement \(T1N\)](#) appeared first on [Mercedes Gen-In](#).

## Sprinter anti-roll bar drop link replacement tip (T1N)

March 19th, 2014

Here is a quick tip I have used to assist in replacing the anti roll bar links on the Mercedes Sprinter 2000-2006 model year T1N. Often due to corrosion of the smooth surface that used to be the painted ends of the anti-roll bar (sway bar) and the wishbone attachment makes for difficult removal and refitting of the drop link arm bushes.



### Drop Link Sprinter

Removal of the old bushes is quite simple, (due to wear they often nearly drop off anyway) WD40 spray or washing up liquid and a lever will assist ! Refitting the drop link is, as maybe you will know, a little more *problematic*. Whether you have re-bushed your original drop links or purchased complete replacements the same scenario applies.

Remove the triangular plate that covers the end of the leaf spring 3x 16mm bolts. Take the plate with the integral lower mounting bar from the vehicle and use a vice or large clamp to press the bush onto the mounting stake. Use some spray lube as above to assist fitting. Refit the leaf spring cover plate to the lower wishbone and remove any loose rust scale from the roll bar end. Offer up the unattached drop link arm bush to the end of the roll bar (use a little lubricant on the rubber again) Take a 22mm 1/2 drive socket and

place it over the end of the drop link bush/arm to be pushed onto the roll bar. Have an assistant turn the van steering wheel slowly either left or right lock dependant which side you are working. Position and trap the socket between the back of the hub assembly and drop link bush as the lock is applied. Continue to turn the steering wheel to further push the socket and as a result press the bush with minimum effort onto the end of the roll bar. Job done...!

Obviously a little care has to be taken to avoid trapping your fingers to complete the above but if you have ever had to change this component on either a Mercedes or other similar vehicle you will recollect mauling away under the vehicle, usually collecting resultant bruises – muttering the often heard phrase: ‘How the hell do they get these [bl@@dy](#) things on here in the first place...’



Even with vigorous cleaning, sanding and filing it is rare to be able to clean up the mating parts of the roll bar end and wishbone mounting to such an extent to allow you ‘just push the new bushes on’ by hand, so this tip works really well.

Enjoy.

Steve

The post [Sprinter anti-roll bar drop link replacement tip \(T1N\)](#) appeared first on [Mercedes Gen-In](#).

## Mercedes Sprinter Heater Blower Motor Brush Replacement

January 19th, 2013

Intermittent or no rotation of the heater blower fan is a common problem on the Mercedes Sprinter.

As similar types of fan motor assembly appear on many Mercedes models the replacement of the carbon motor brushes is much the same across the range once the motor is removed.

First be sure that the appropriate vehicle electrical supply exists on the fan DC connector and check all circuit fuses before assuming the fan itself requires repair.



On the Sprinter, start by unplugging the electrical connector from the base of the fan assembly in the passenger side engine compartment. Remove the 3 cross head self tapping screws that hold the fan/motor assembly to the blower box then withdraw it downward, removing the unit out from the vehicle. Placing the unit on the floor or