

32--605 Remove and installation of tube shock for front axle

Tightening torques		Nm
Hex. bolts of upper tube shock suspension	M 6	8
	M 8	20
Hex. bolts of lower tube shock suspension		20
Connection high-pressure expanding hose – pressure oil line or high-pressure expanding hose to tube shock		45
Connection leak oil hose – leak oil line		11
Leak oil hose to tube shock		3

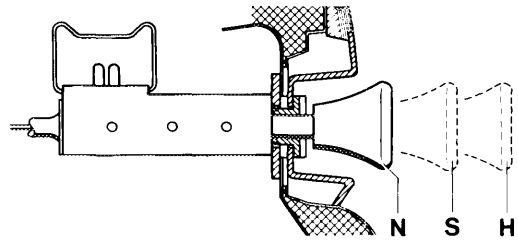
Note

When the vehicle is jacked up, the resulting reduction of the wheel load will move the levers of the level controller automatically into the "emptying" position; the suspension elements of the respective axle will become pressureless. However, the central reservoir must be full. If required, fill central reservoir (normal filling time of empty central reservoir approx. 30 s at 2500/min of engine).

If the pressure in central reservoir is too low, the check valves in the level controllers will be activated. As a result, and in spite of the load reduction of wheels and with the level controller in position "emptying", the pressure in the suspension elements will be maintained. If the central reservoir cannot be filled, discharge pressure in suspension elements by carefully opening the breather or one pressure line connection each (32--600).

Removal

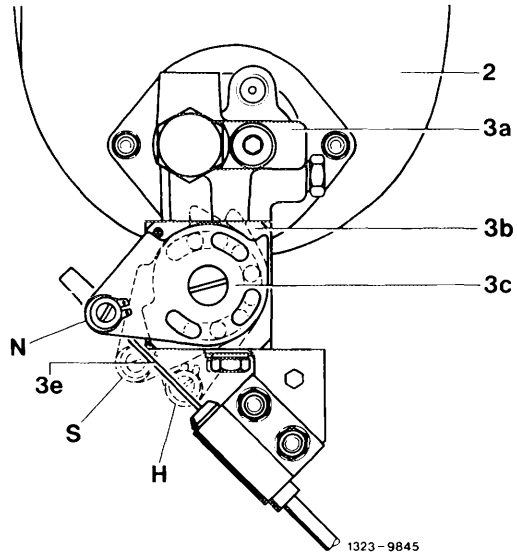
- 1 Move puller for adjusting switch of valve unit into position N = normal level" (switch on instrument panel depressed).
- 2 Jack up vehicle at front and remove front wheel.



- 2 Oil supply tank
- 3a Pressure regulator of valve unit
- 3b Adjusting switch of valve unit
- 3c Control disk
- 3e Puller for adjusting switch

Positions of adjusting switch:

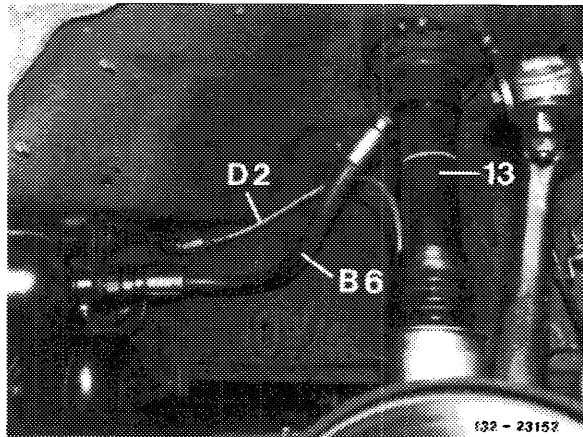
- N = normal level
switch pushed down or control disk against stop at front
- S = detent position
switch locked in center position or control disk pulled into 1st detent
- H = higher level
switch fully pulled or control disk pulled into 2nd detent



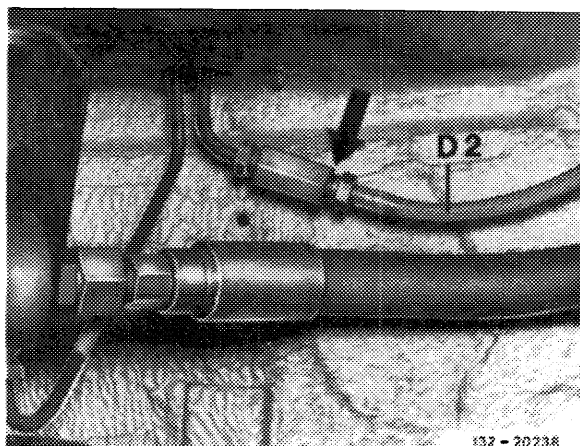
3 Separate high-pressure expanding hose (B6) and leak oil hose (D2) from lines in wheel house.

Attention!

Do not kink leak oil hose; if kinked, replace hoses.

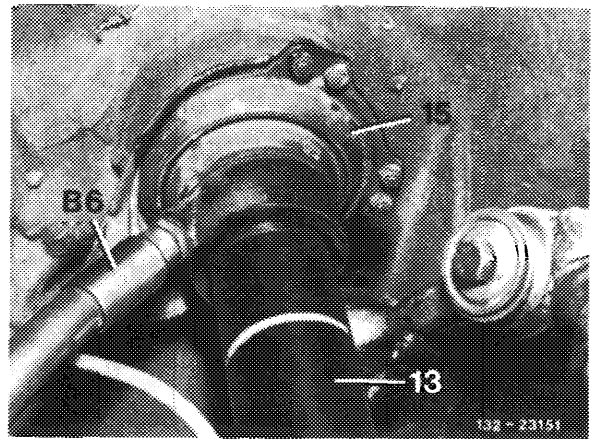


- 13 Tube shock left for front axle
- B6 Pressure line pressure reservoir – tube shock
- D2 Return line for leak oil of tube shocks



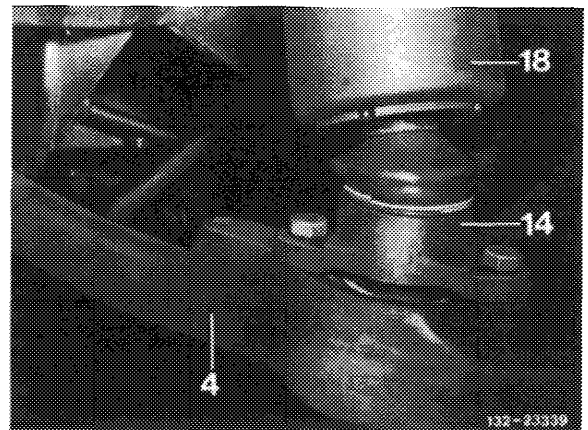
- Connection leak oil hose – leak oil line
- D2 Return line for leak oil of tube shocks

4 Loosen upper suspension of tube shock.



- 13 Tube shock left for front axle
- 15 Rubber mount
- B6 Pressure line pressure reservoir — tube shock

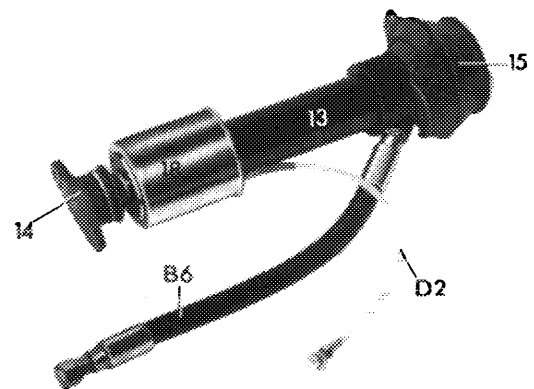
5 Loosen lower tube shock suspension, remove tube shock.



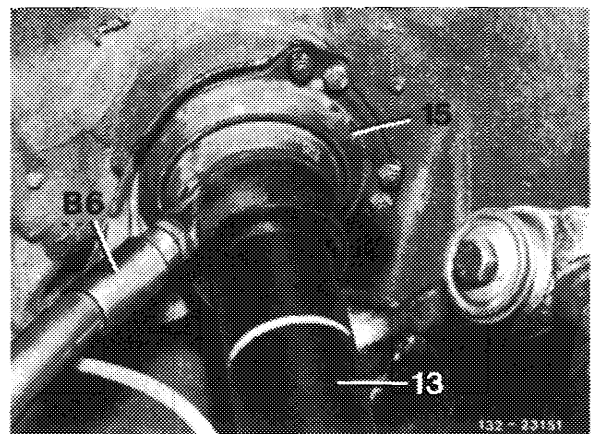
- 4 Lower control arm
- 14 Ball joint
- 18 Stop pot

Installation

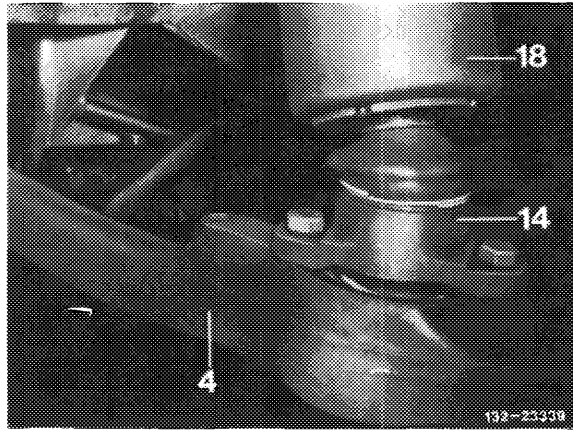
6 Check high-pressure extension hose (B6), leak oil hose (D2), rubber mount (15) and ball joint (14) of tube shock and replace, if required (32-612).



7 Insert tube shock, mount upper and lower suspension.

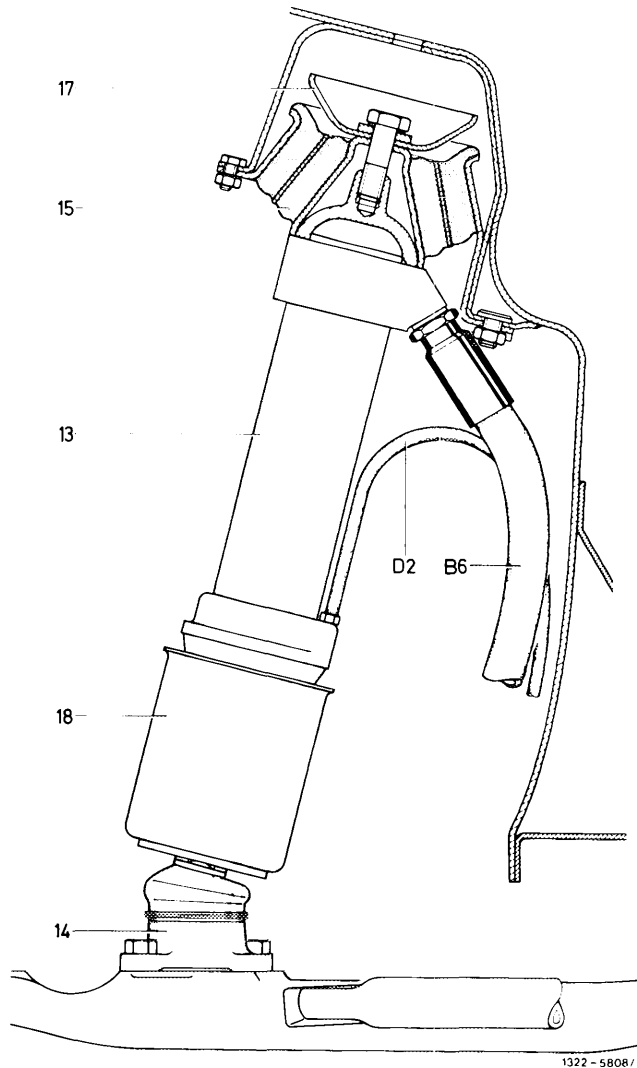


- 13 Tube shock left for front axle
- 15 Rubber mount
- B6 Pressure line pressure reservoir — tube shock



- 4 Lower control arm
- 14 Ball joint
- 18 Stop pot

8 Connect high-pressure expanding hose (B6) and leak oil hose (D2).



- 13 Tube shock
- 14 Ball joint
- 15 Rubber mount
- 17 Deflection stop
- 18 Stop pot
- B6 Pressure line pressure reservoir-tube shock
- D2 Leak oil hose

9 Mount front wheel, lower vehicle, pay attention to low ground clearance.

Note: When the vehicle is lowered, the lever of the level controller of the respective axle will move automatically into the "filling" position. But since the capacity of the central reservoir is not enough to fill the suspension elements, the engine should be kept running.

10 Check oil level in suspension system and correct (32-600).