

**Data**

Axial displacement of control shaft of level controller when changing from position "N" = normal level in "H" = higher level, measured from housing to lever (dimension "a", section b)

Minimum value 7.5

**Note**

The function tests of the level controller include:

- A. Check functions "filling" and "emptying".
- B. Check function switchover to "higher level".
- C. Check functions "locking" and "unlocking".

Checks "A" and "B" are required when the specified values are not attained while adjusting vehicle level (40–315, "Checking and adjusting vehicle level of vehicles with hydropneumatic suspension").

The check "C" is required if level drops in position "S" = detent position of adjusting switch.

Vehicle should be on its wheels while testing.

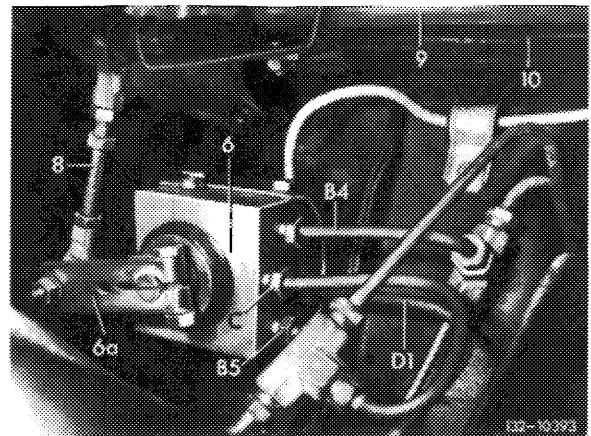
A prerequisite for judging the function of the level controllers on front and rear axle is the correct function of the pressure regulator and the adjusting switch (32–540).

During the checkup, the lever of the level controller may be turned by max. 45° from center position. Any turning (swivelling) of the lever and thereby of the control disk beyond the permissible dimension may result in damage to valve balls and thereby in internal leaking of level controller.

The connecting rod of the level controller must be disconnected during the function checks.

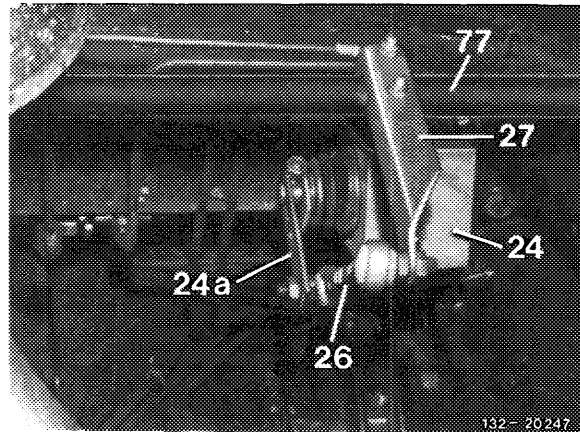
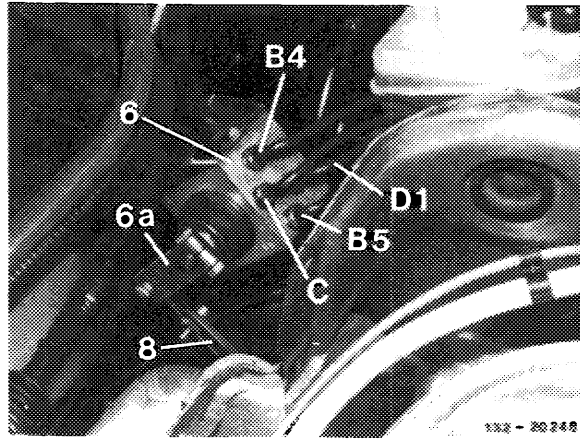
**Model 116.036**

- 6 Level controller for front axle
- 6a Lever for level controller
- 8 Connecting rod
- 9 Connecting shaft
- 10 Torsion bar
- B4 Pressure line adjusting switch of valve unit – level controller
- B5 Pressure line level controller – pressure reservoir
- C Control pressure line for "higher level" adjusting switch – level controller
- D1 Return line level controller – pressure regulator



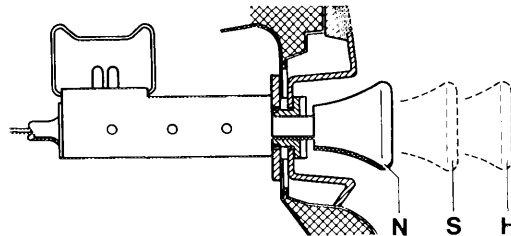
Models 126.033; 126.037

- 6 Level controller for front axle
- 6a Lever for level controller
- 8 Connecting rod
- B4 Pressure line adjusting switch of valve unit – level controller
- B5 Pressure line level controller – pressure reservoir
- C Control pressure line for “higher level” adjusting switch – level controller
- D1 Return line level controller – pressure regulator



- 24 Level controller for rear axle
- 24a Lever for level controller
- 26 Connecting rod
- 27 Lever on torsion bar
- 77 Torsion bar

For checking adjusting switch in positions “N, S and H”, actuate control disc (3c) manually.

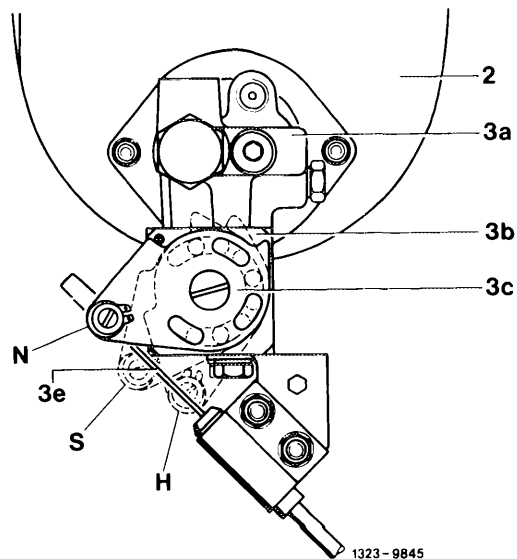


- 2 Oil supply tank
- 3a Pressure regulator of valve unit
- 3b Adjusting switch of valve unit
- 3c Control disk
- 3e Puller for adjusting switch

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.

**Note:** In positions “H” and “S” warning lamp at right in instrument cluster is lighting up (red with vehicle symbol).



## A. Checking functions "filling" and "emptying"

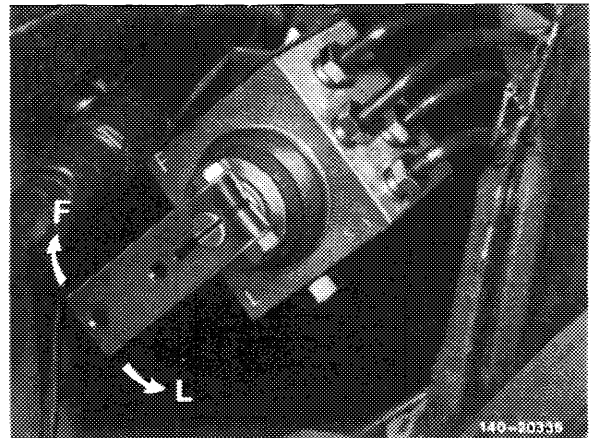
### Checkup

---

#### Attention!

Check with suspension system filled and engine running.

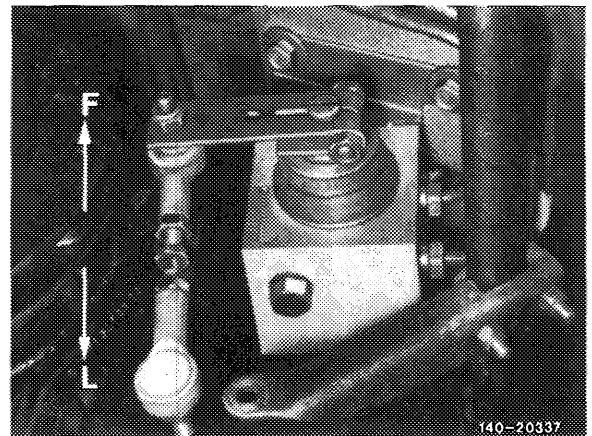
1 Move lever from position "F" (filling [pushing up]).



Level controller front axle

2 Move lever from position "F" (filling) into position "L" (emptying [pushing down]). Level should now drop.

**Note:** Positions "F" (filling) and "L" (emptying) of level controller are stamped into housing.



Level controller rear axle

## B. Checking function switchover to "higher level"

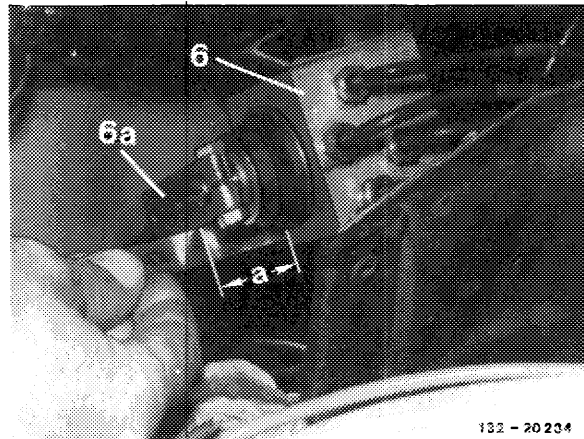
### Checkup

---

#### Attention!

Check with suspension system filled and engine running. A prerequisite for functioning of level adjustment is the correct function of the adjusting switch (32–540, section "A").

1 In position "N" = normal level "of adjusting switch and center position of lever on level controller, measure distance "a" from housing to lever.



6 Level controller for front axle  
6a Lever for level controller  
a Distance from housing to lever

132 - 20 234

2 Move adjusting switch into position "H" = higher level (time for raising level from normal to higher level approx. 25 s at approx. 2500/min of engine.

3 Measure distance "a" from housing to lever of level controller once again, while determining the axial displacement of the control shaft as the difference in relation to the previous measurement at normal level.

4 Move adjusting switch back into position "N" = normal level and check whether the distance "a" previously measured in this position is again the same.

## C. Checking functions "locking" and "unlocking"

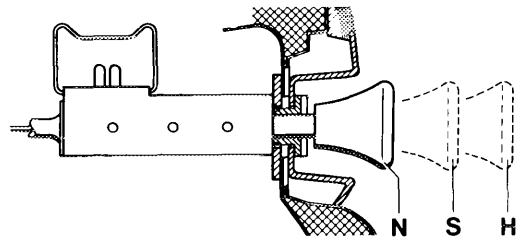
### Checkup

---

#### Attention!

Check with suspension system filled and engine running.

1 For checking the "locking" function in center position of lever on level controller, move adjusting switch from position "N" = normal level into position "S" = locking position (detent position).

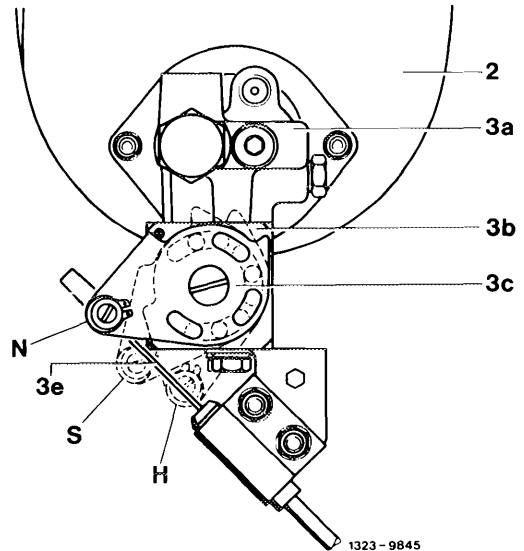


- 2 Oil supply tank
- 3a Pressure regulator of valve unit
- 3b Adjusting switch of valve unit
- 3c Control disk
- 3e Puller for adjusting switch

#### 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.

**Note:** In positions "H" and "S" warning lamp at right in instrument cluster is lighting up (red with vehicle symbol).



2 Move lever of level controller after approx. 10 seconds into position "L" (emptying).

If detent function of check valve in level controller functions correctly, the vehicle level should not change.

3 To check the "unlocking" function move adjusting switch into position "N" = normal level and then move lever of level controller in position "L" (emptying). Vehicle level should now drop.

