

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

Conventional tool

19 mm open end wrench with open end position 83° 30' and 15° for pressure line connection to tube shock in installed condition	e.g. Belzer, D-5600 Wuppertal, order no. 1931 M/19
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Note

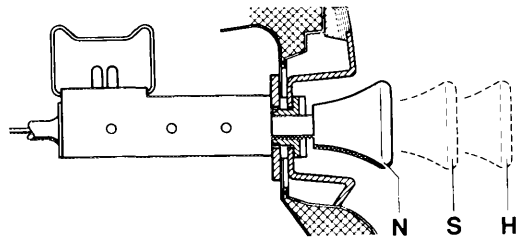
When the vehicle is jacked up, the resulting reduction of the wheel load will move the levers of the level controller automatically into the "emptying" position; the suspension elements of the respective axle will become pressureless.

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 the 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 on 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 breathers or one pressure line connection each (32–600).

Removal

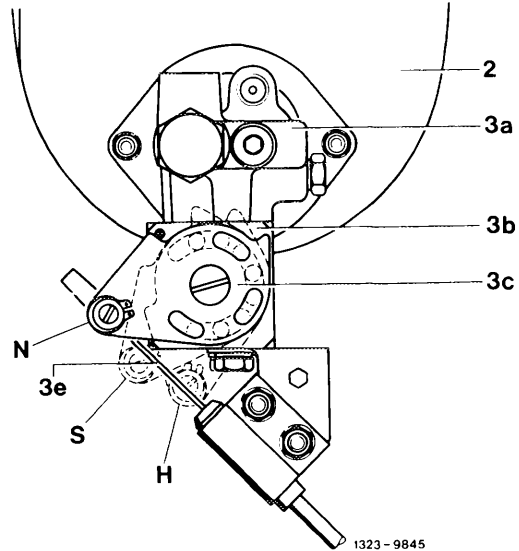
- 1 Move puller for adjusting switch of valve unit into position N = "normal level" (switch on instrument panel depressed).
- 2 Remove rear seat and back rest.
- 3 Remove cover in rear wall.



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

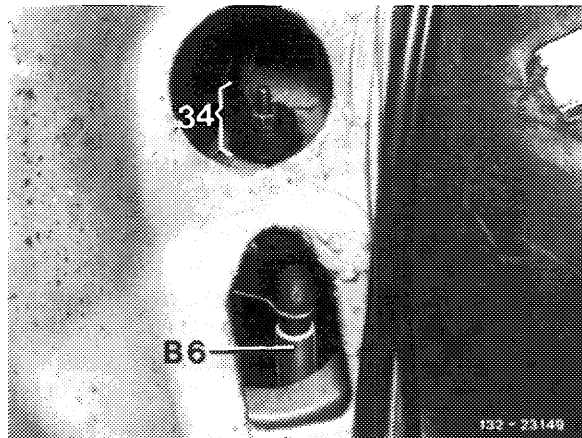
Positions of adjusting switch:

- 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



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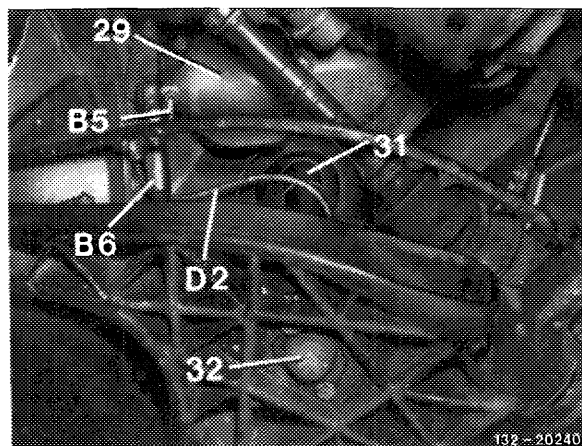
- 4 Loosen hex. nut of upper suspension, remove washer and rubber ring.
- 5 Jack up vehicle at the rear.



- 34 Upper suspension of tube shock
- B6 Pressure line pressure reservoir — tube shock (high-pressure expanding hose)

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- 6 Unscrew high-pressure expanding hose (B6) on pressure reservoir (29) and disconnect leak oil hose from leak oil line.
- 7 Loosen lower tube shock suspension, remove tube shock.

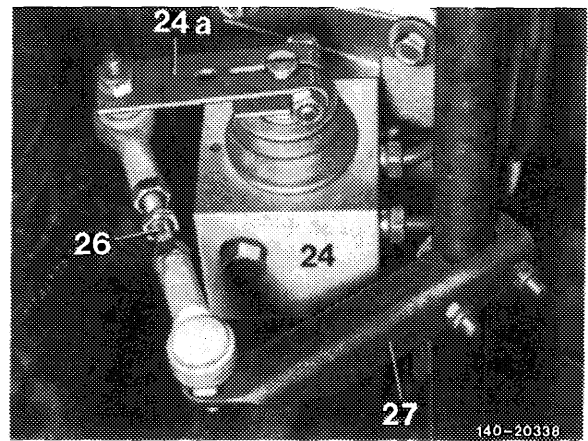


- 29 Right pressure reservoir for rear axle
- 31 Right tube shock for rear axle
- 32 Ball joint
- B5 Pressure line level controller — tube shock
- B6 Pressure line pressure reservoir — tube shock
- D2 Return line for leak oil of tube shocks

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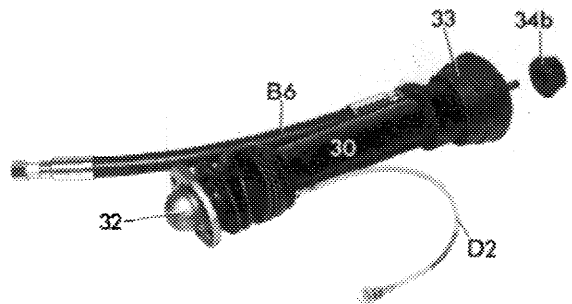
Attention!

Do not kink leak oil hose; replace kinked hoses.



Installation

8 Check high-pressure expanding hose (B6), leak oil hose (D2), rubber mount (33 and 34b) and ball joint of tube shock and renew, if required (32-617).

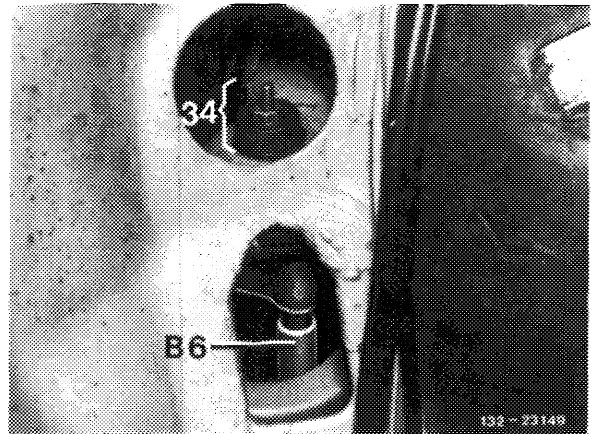


- 30 Tube shock for rear axle
- 32 Ball joint
- B6 Pressure line pressure reservoir – tube shock
- D2 Return line for leak oil of tube shocks

9 Insert tube shock into dome on frame floor.

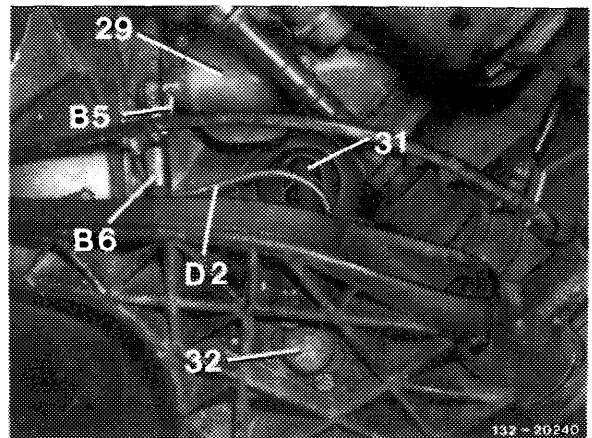
10 Mount lower suspension.

11 Mount upper suspension, but do not yet tighten hex. nut.



- 34 Upper tube shock suspension

12 Align high-pressure expanding hose and leak oil hose by turning tube shock and connect to pressure reservoir on leak oil line.



- 29 Right pressure reservoir for rear axle
- 31 Right tube shock for rear axle
- 32 Ball joint
- B6 Pressure line pressure reservoir – tube shock
- D2 Return line for leak oil of tube shocks

13 Lower vehicle, while paying attention to low ground clearance.

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

14 Tighten hex. nut of upper suspension and insert cover.

15 Install rear seat and backrest.

16 Check oil level in suspension system and correct (32–600).