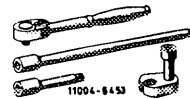


Tightening torques	Nm
Pressure lines to level controller and distributors	11
Hex. bolts for attaching level controller to holder	8

**Special tool**

Open box wrench element 11 mm 1/4" square, complete with change-over ratchet and 2 extensions for pressure oil lines

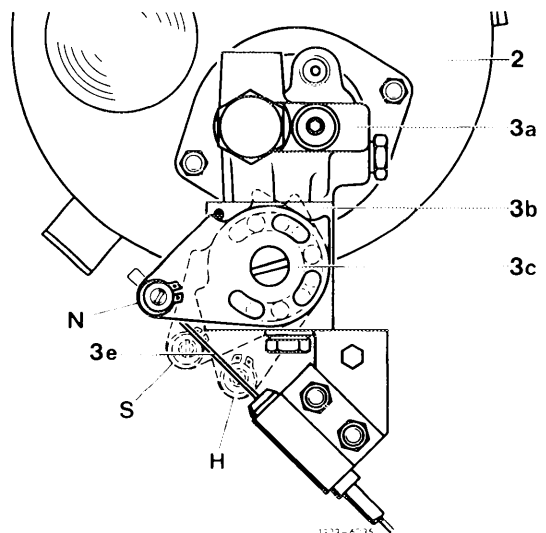
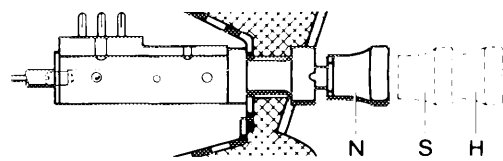


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**Note**

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).



- 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

## A. Model 116.036

On vehicles with automatic climate control, loosen holder for regulating valve and pull valve aside. If required, remove container for windshield washer.

### Removal

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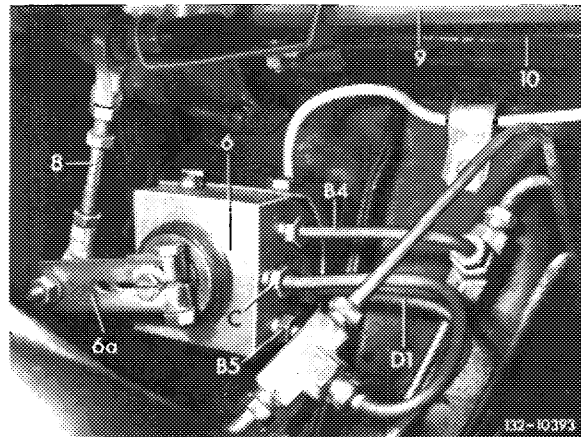
- 1 Jack up vehicle at the front.
- 2 Move puller for adjusting switch of valve unit into position S = "detent position" (switch on instrument panel locked in center position). This will make the pressure lines (B4) adjusting switch – level controller pressureless.

**Note:** On lefthand steering vehicles the level controller is located at the right on front wall, on righthand steering vehicles at the left.

- 3 Disconnect connecting rod on lever of level controller by loosening hex. nut on lever, while applying counterhold to ball pin by means of an open end wrench 10 mm.

#### Attention!

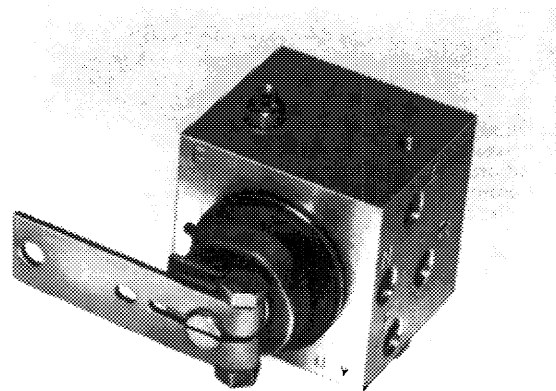
Do not pull ball pin out of ball socket.



- 6 Level controller for front axle
- 6a Lever for level controller
- 8 Connecting rod
- B4 Pressure line adjusting switch of valve unit – level controller (connection Z)
- B5 Pressure line level controller – pressure reservoir (connection F)
- C Control pressure line for "higher level" (connection N)
- D1 Return line level controller – pressure regulator of valve unit (connection R)

- 4 Disconnect pressure lines.
- 5 Loosen both hex. bolts for attaching level controller to holder and remove level controller.

- Z Connection for pressure line (B4)
- F Connection for pressure line (B5)
- N Connection for control line (C)
- R Connection for return line (D1)



132-23145

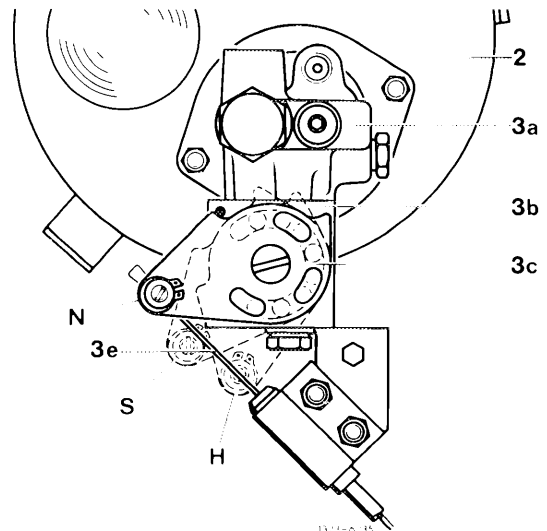
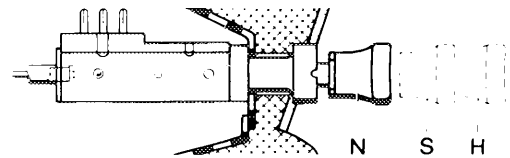
## Installation

- 6 Attach level controller to holder.
- 7 Connect pressure lines.
- 8 Attach connecting rod to lever of level controller.
- 9 Move puller for adjusting switch of valve unit into position N = "normal level" (switch on instrument panel depressed).
- 10 Lower vehicle, while paying attention to low ground clearance.

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

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

12 Check vehicle level and adjust, if required (40–315).



Positions of adjusting switch:  
N = normal level  
switch pushed down or control  
disk against stop at front