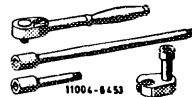


Tightening torques	Nm
Pressure lines to level controller	11
Hex. bolts for attaching level controller to holder	8

Special too

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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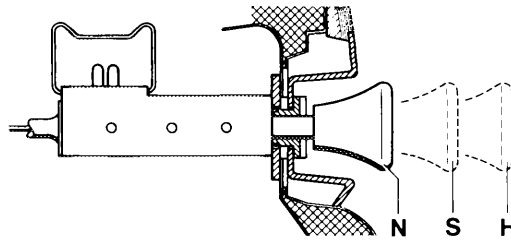
Note

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).

Removal

- 1 Jack up vehicle at the rear.
- 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.

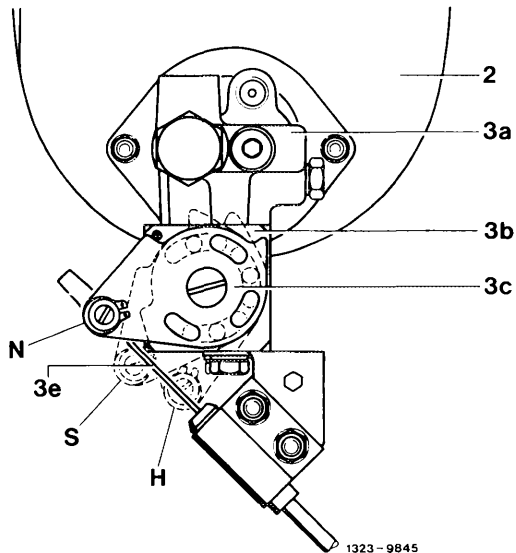


- 2 Oil supply tank
- 3a Pressure regulator of valve unit
- 3b Adjusting switch of valve unit
- 3c Control disk
- 3e Puller for adjusting switch

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).

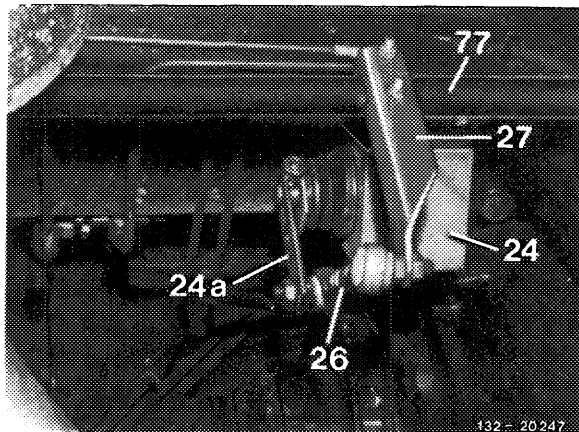


3 Disconnect connecting rod on lever of level controller, by loosening hex. nut on lever, while applying counterhold to ball pin by means of a 10 mm open end wrench.

Attention!

Do not pull ball pin out of ball socket.

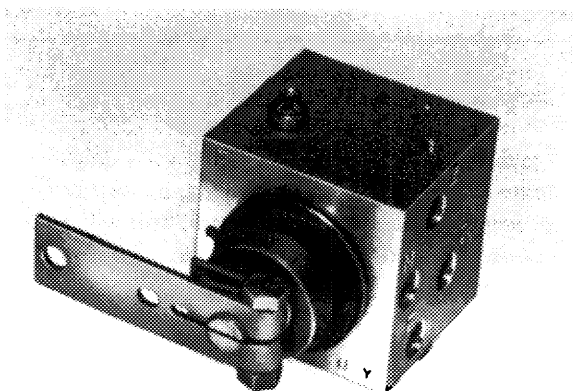
- 24 Level controller for rear axle
- 24a Lever for level controller
- 26 Connecting rod
- 27 Lever on torsion bar
- 77 Torsion bar



4 Disconnect pressure lines.

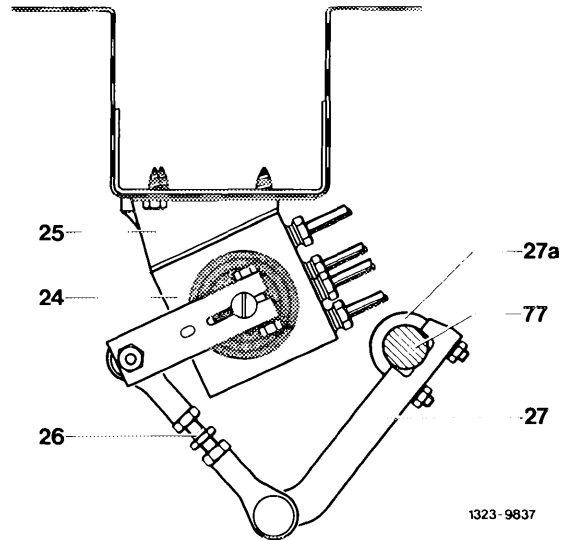
5 Loosen both hex. bolts for attaching level controller to holder and remove level controller.

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



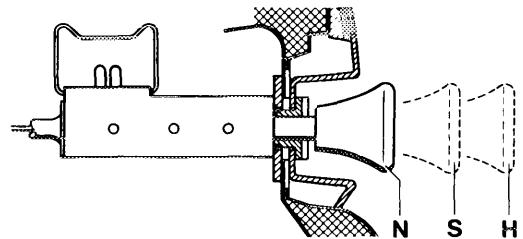
Installation

- 6 Attach level controller (24) to holder (25).
- 7 Connect pressure lines.
- 8 Fasten connecting rod (26) 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.

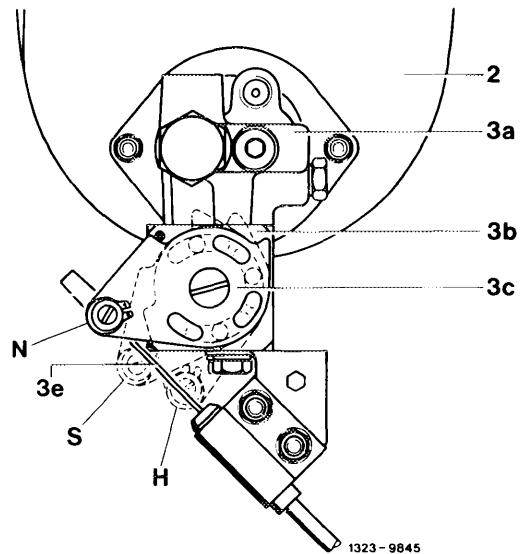


- 2 Oil supply tank
- 3a Pressure regulator of valve unit
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Positions of adjusting switch:

- N = normal level
switch pushed down or control disk against stop at front
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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).



Note: When lowering the vehicle, the lever of the level controller of the respective axle 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 the 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).