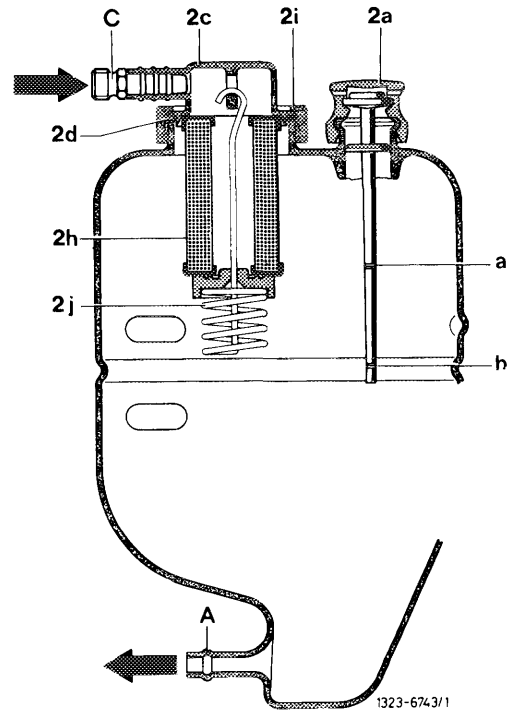


The filter element (2h) in oil supply tank (plastic version) is replaceable.



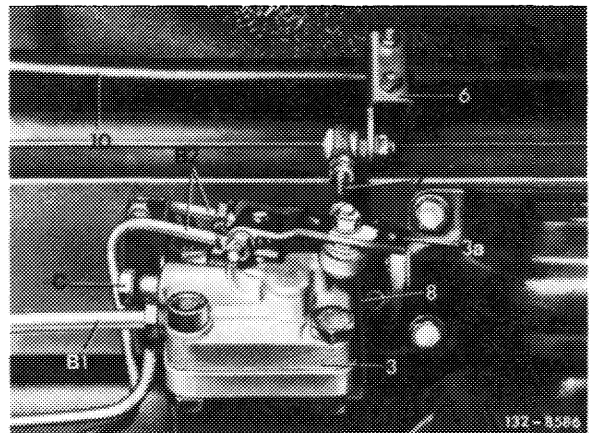
Oil supply tank plastic version

- 2 Oil supply tank
- 2a Closing cap with oil dipstick
- 2c Cover with connection
- 2d Rubber sealing ring
- 2h Filter element
- 2i Closing nut
- 2j Closing spring
- a Max. – mark
- b Min. – mark
- A Suction oil supply tank – pressure oil pump
- C Return line level controller – oil supply tank

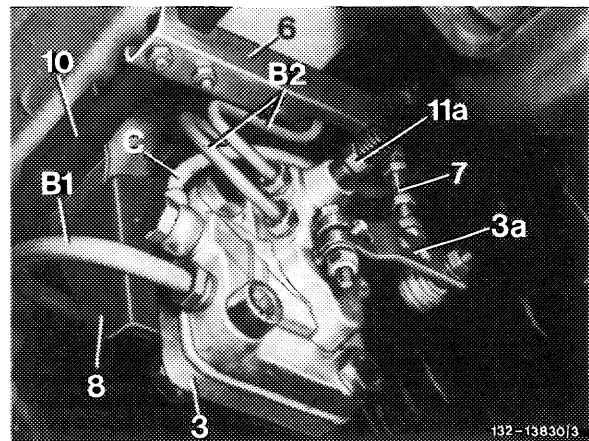
D. Control equipment

The level controller (3) is attached to frame floor by means of bracket (8) and connected to lever (6) on torsion bar (10) by means of connecting rod (7).

The bleed screw in distributor or level controller (11a) serves for draining the pressure in system for the purpose of repair and inspection jobs.



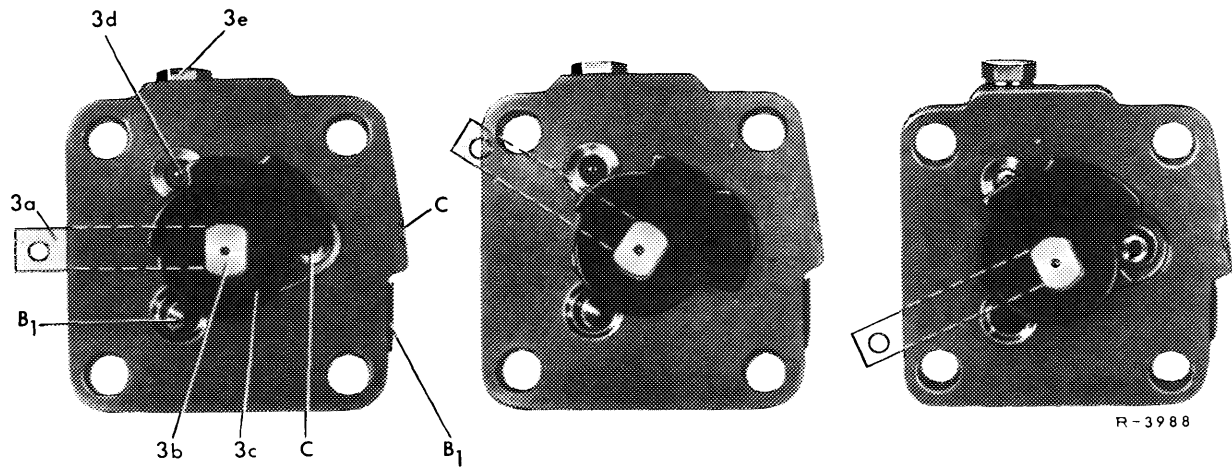
Level controller without bleed screw 1st version



Level controller with bleed screw 2nd version

- 3a Lever
- 11a Bleed screw
- B1 Pressure line pressure oil pump – lever controller
- B2 Pressure line level controller – pressure reservoir
- C Return line level controller – oil supply tank

Functional positions of level controller



Neutral
Vehicle in level position;
lever in center position

Filling
Vehicle rear end lowered after
loading; lever above center
position

Return flow
Vehicle rear end raised after
unloading; lever below
center position

3 Level controller
3a Lever
3b Control shaft

3c Control disc
3d Return valve
3e Closing plug

B1 Pressure duct from pressure oil pump
C Return flow duct to oil supply tank

“Neutral” position

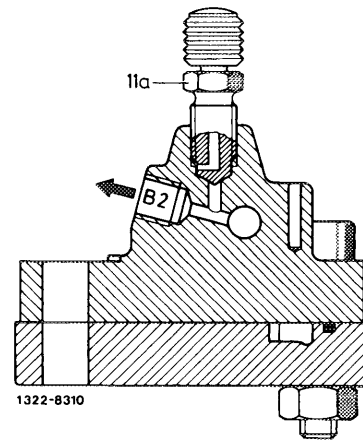
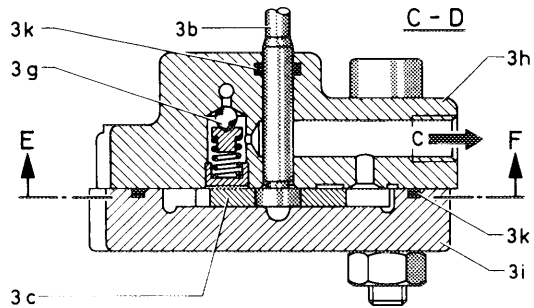
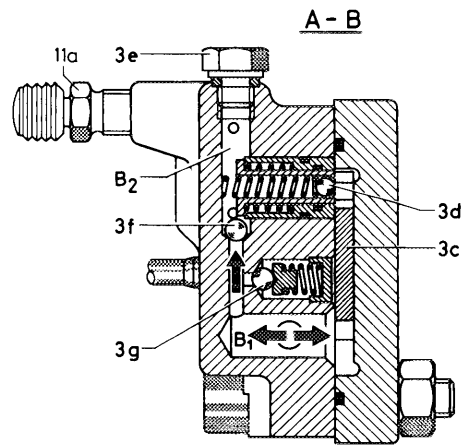
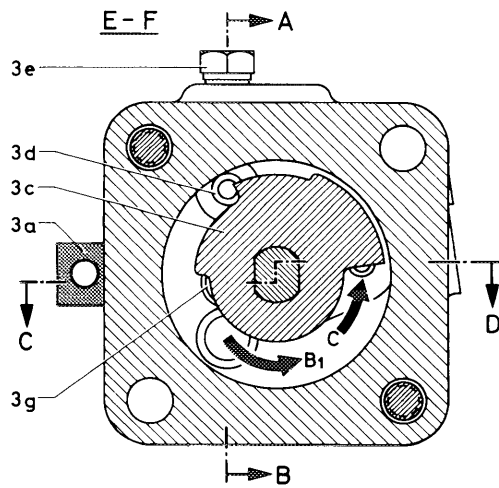
Oil entering via feed duct (B1) is returned without pressure to supply tank via return flow duct and return flow line (C). Return flow valve (3d) remains closed.

“Filling” position

Control disc (3c) has closed return flow duct (C). Under influence of pertinent pressure, the oil is guided to the suspension elements via pressureless ball check valve (3f) and duct (B2). Raising of vehicle rear end into level position will once again attain “neutral”. The system is protected against overload by the pressure relief valve (3g) which opens when the max. permissible pressure is attained.

“Return flow” position

Control disc has opened return flow valve (3d). This will lower the pressure prevailing in suspension elements. The oil flows through the opened return flow valve and via the fully opened return flow duct (C) back to supply tank together with the oil delivered by pump. When the level position of the vehicle has once been attained, the control disc will close return flow valve (3d). Provision of the basic pressure required for function of spring struts as shock absorbers is attained independent of position of controller by the outer compression spring of the return flow valve (3d) pushing the return flow valve out of range of control disc when pressure in suspension element drops below a given value, so that the pressure cannot drop any further.



- 3 Level controller
- 3a Lever
- 3b Control shaft
- 3c Control disc
- 3d Return flow valve
- 3e Closing plugs with sealing rings
- 3f Check valve
- 3g Pressure relief valve
- 3h Housing
- 3i Cover
- 3k O-ring
- 11a Bleed screw

- B1 Pressure duct from pump
- B2 Pressure duct to suspension elements
- C Return flow valve to supply tank

1322-B310