

ATTENTION!

Installation instructions for ABC struts

Please read carefully and observe!

If a hydraulic strut in the ABC system is defective, 99 % of the time it is due to contamination in the ABC system. The oil with the dirt particles ensures that slide bearings and sealing rings wear out quickly. This leads to leaks and knocking noises. Before changing the components, please make sure to disconnect the battery, otherwise the components and their sensors may be damaged.

The heart of the ABC system, the hydraulic pump, produces metal debris and even metal chips that get into the entire system. When installing the overhauled or new strut in poor quality hydraulic oil, renewed damage to components of the ABC chassis occurs within a very short time.

The oil in the system is called hydraulic oil and is green. If you remove your defective strut or have them removed, please check the oil color.

Green hydraulic oil is clean, brown oil can be flushed and dark brown to black oil - usually with a burnt odor - must be completely removed from the system (approx. 15 liters).

After the system has been flushed and refilled (hydraulic oil A001 989 2403-10), the finer 3-micrometer filter must also be changed before the chassis is started up (A003 184 6101).

Please note that vehicle spare parts should only be installed by a qualified specialist workshop to ensure their proper function and the road safety of the vehicle.

Now the ABC system can be put into operation. The system can be vented via the vent valves on the supply lines of the struts. To do this, a pressure of between 1 - 1.5 bar must be applied to the expansion vessel.

You can control the struts with the STAR diagnosis. There are several test options, such as the lifting and lowering the rear, the front and the individual struts and with the so-called rodeo test (in which all struts are moved cyclically). The remaining air can escape during these processes and at the same time the pressure supply of the hydraulic pump (200 bar) is tested in various working states.

From experience we can say that the white or red error message in the on-board computer is not completely eliminated after the repair or replacement of the strut. The actual cause of defective struts is often the hydraulic pump, because this pump produces metal abrasion and metal chips. In this respect, in most cases you will have to have the hydraulic pump repaired or replaced in order to finally remedy the cause.