

CHRYSLER CORP.

Chrysler

DESCRIPTION

The pneumatic height control system consists of three functional components. The vacuum powered air pump, air chambered rear shock absorbers and leveling valve assembly. These units are not repairable, therefore, they must be replaced as an assembly if found defective. System has residual pressure in shock absorbers to prevent damage to shock absorber "air boots".

TROUBLE SHOOTING

SYSTEM DOES NOT PROVIDE LIFT

Air leak in shock absorbers, air line, fittings or reserve tank. Leveling control valve out of adjustment, valve linkage bent, valve defective or air pump inoperative.

VEHICLE WILL NOT RETURN TO RIDING HEIGHT

Valve control arm out of adjustment, defective valve, restriction in air line between valve and shock absorbers.

TESTING

AIR PUMP TEST

- 1) Disconnect vacuum line and connect external vacuum source to air pump and operate at 15-20 inches.
- 2) Feel air pump to see if it is operating, (pump pulsates during pumping cycle).
- 3) If pump is operating, disconnect outlet air line and stop line with finger.
- 4) If pump continues to operate with outlet stopped, the pump is leaking internally and must be replaced.
- 5) If pump fails to operate, disconnect air line at outlet side to eliminate possibility of back pressure.
- 6) If pump does not operate with line disconnected, check for vacuum at inlet fitting.
- 7) If vacuum is good, pump must be replaced.

LEVELING VALVE ASSEMBLY TEST

- 1) Disconnect linkage to leveling valve and move arm "UP". Vehicle should start to raise within 15-20 seconds.

- 2) If vehicle fails to raise, check reserve tank for pressure and disconnect air line at outlet side of valve.

- 3) If air exhausts from line, check for restriction in line between shock absorbers and valve.

- 4) If air does not exhaust from line, valve is faulty and must be replaced.

ADJUSTMENTS

Leveling control valve assemblies are adjusted at factory and should not need adjustment. If adjustment is necessary, use following procedures:

- 1) Disconnect "U" bolt linkage clip from rear axle.
- 2) Loosen adjustment arm nut and allow arm to move freely.
- 3) Measure 6.25" from upper wheelhouse inside flange to center of adjustment arm grommet.
- 4) Tighten adjustment arm and reinstall "U" bolt linkage clip.

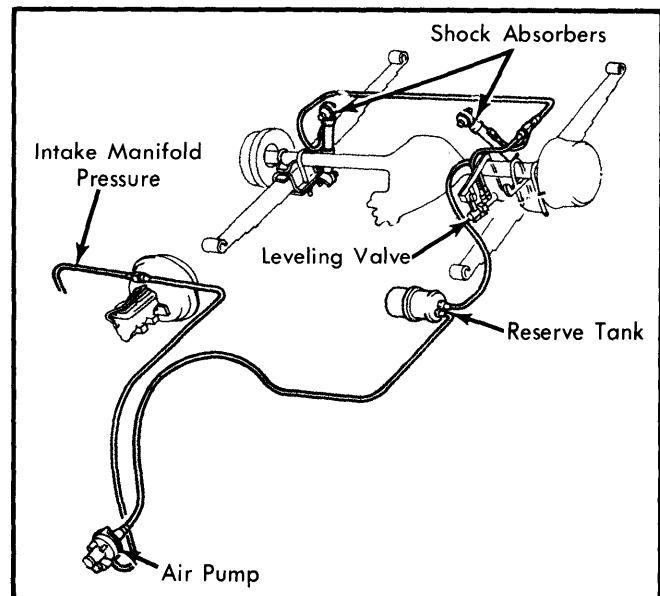


Fig. 1 Automatic Height Control System (Chrysler Corp)