

GENERAL MOTORS

Oldsmobile Toronado

DESCRIPTION

This is a driver controlled automatic leveling system which permits the driver to adjust air pressure in shock absorbers from inside vehicle. System consists of a vacuum operated air compressor, regulator and rear air shock absorbers. Regulator is adjustable and is equipped with a gauge that indicates approximate shock absorber pressure.

Compressor maintains system pressure and will normally pump only when higher settings are selected. However if regulator is reset from Normal to Heavy pressure, the compressor will pump for up to ten minutes to reach full pressure.

TROUBLE SHOOTING

CAR WILL NOT LEVEL

Leak in line or no pressure from compressor. Check supply hose, fittings or air cleaner vacuum switch.

COMPRESSOR RUNS CONTINUOUSLY

Check lines, hoses or fittings for leaks. Check for reversed line connections on regulator. Cap compressor line. Compressor should stop after a few strokes. If not, replace compressor.

REMOVAL & INSTALLATION

COMPRESSOR

Removal & Installation – Disconnect vacuum hose and air line fitting. Remove compressor mount bolts. To install, reverse removal procedures.

REGULATOR

Removal & Installation – Disconnect air lines at regulator. Use tape on compressor air line for reinstallation. Disconnect lamp and two mounting screws. To install, reverse removal procedures.

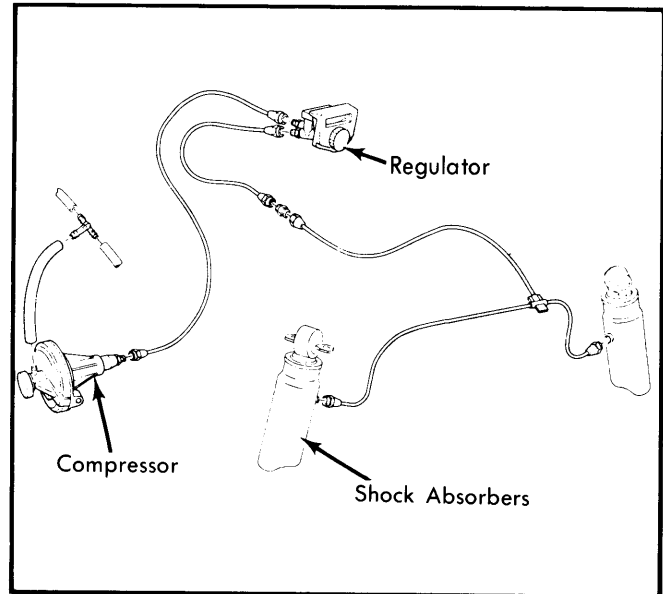


Fig. 1 Automatic Leveling Control System

REGULATOR VALVE SEAT

The pressure regulator spring and seat are located behind compressor line connector and are serviced separately. Filters are part of connectors.

Removal – Remove regulator and disconnect compressor line connector from regulator body. Remove spring and seat out of bore. Check and clean filters if necessary.

Installation – Seat must be free of any trace of dirt. Place seat in large end of spring and install in regulator seat first. Install connectors and tighten to 35 INCH Lbs. Install compressor lines at connector and tighten to 75 INCH Lbs.