

2.3.17 Removing the damper

Removing the damper on the tubular over run device



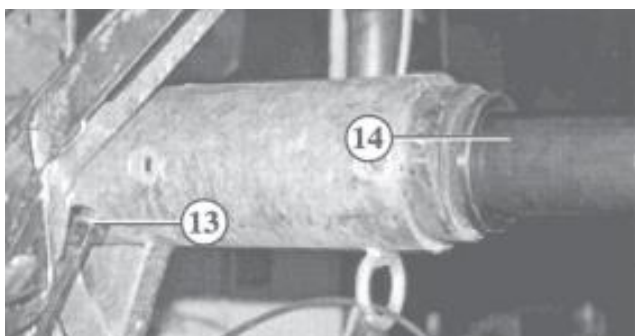
Caution: Injuries can be caused by the handbrake flying up

- Clip the snap hook (1) of the breakaway cable into hole (2).
- Unscrew the brake rod from the rod end fitting (3)
- Pull the bellows (4) off the rear attachment bolt (5)
- Unscrew the nuts (6) of the attachment bolts (5)
- Take out the attachment bolts (5)
- Take off the coupling (7)
- Unscrew the nut (8) of the damper retaining bolt (9)
- Take out the damper retaining bolt (9)

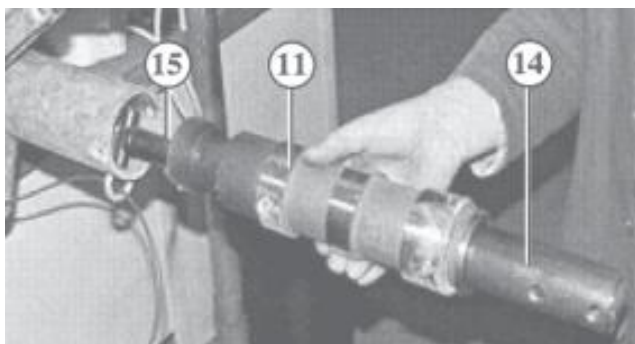


Do not confuse the damper retaining bolt (9) with the handbrake lever pivot bolt.

- Unscrew the retaining bolts (10) of the bearing cartridge (11)
- Unscrew the grease nipples (12)



- Unscrew the locating pin (13) of the drawbar (14)



- Pull out the bearing cartridge (11) with the drawbar (14) and the damper (15)
- Take the damper (15) out of the drawbar (14) backwards

Removing the damper on delta and square overrun devices



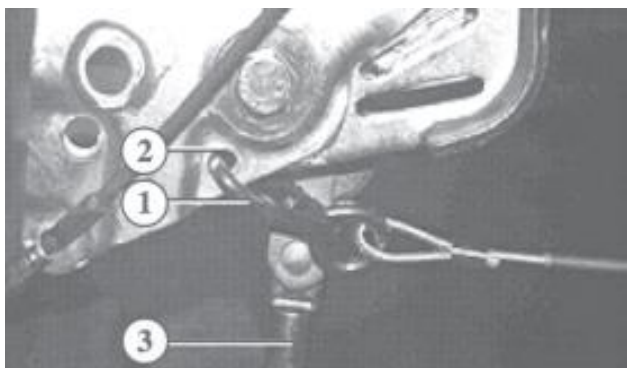
Caution: Injuries can be caused by the handbrake flying up



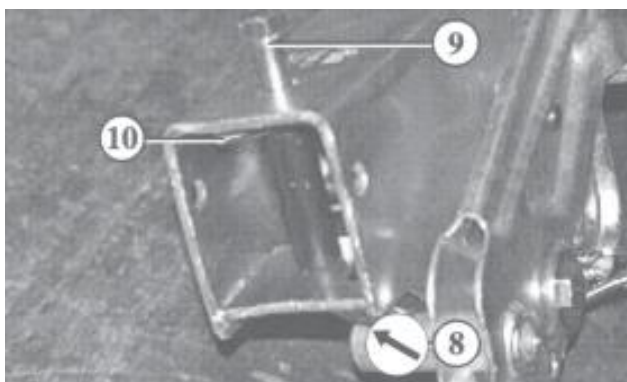
There are two different methods of securing the damper in the drawbar.

A: combined with the coupling bolts

B: separately with clamping sleeves



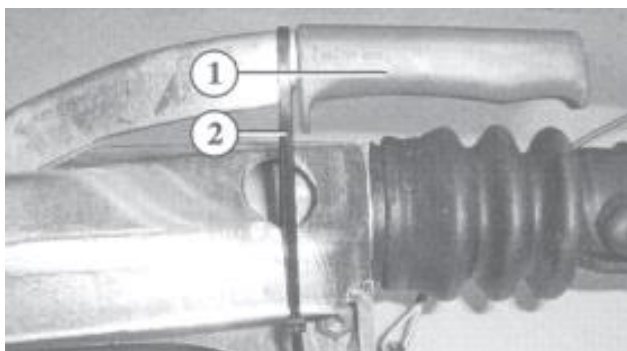
- Clip the snap hook (1) of the breakaway cable into hole (2)
- Unscrew the brake rod from the rod end fitting (3)



- Pull the bellows (4) off the rear attachment bolt (5)
- Unscrew the nuts (6) of the attachment bolts (5)
- Take out the attachment bolts (5)
- Take off the coupling (7)
- Pull off the bellows (4)
- Unscrew the nut (8) of the damper retaining bolt (9)
- Pull out the damper retaining bolt (9)
- Take out the stop plate (10) of the drawbar



- A:
Pull the damper (11) backwards out of the overrun device (12)
- B:
Move the drawbar with damper backwards and drive out the spring pins.

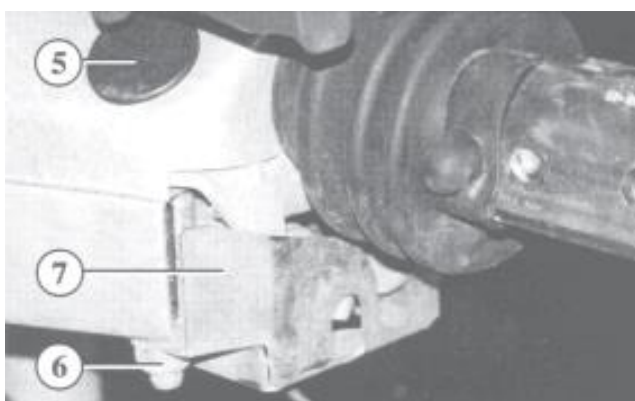
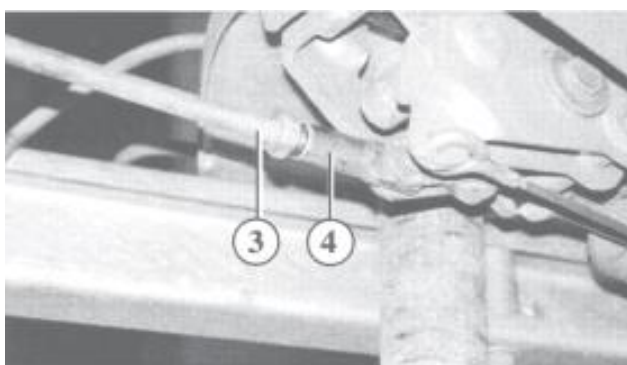


Removing the damper on the Euro overrun device



Caution: Injuries can be caused by the handbrake lever flying up.

- Secure the handbrake lever (1) with a cable tie (2).
- Unscrew the brake rod (3) from the rod end fitting (4)

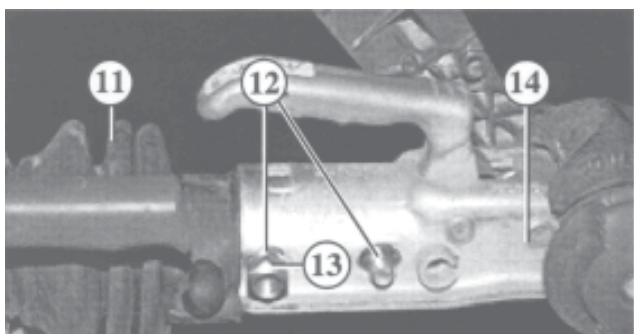


- Remove plug (5)
- Unscrew the nuts (6) and take off the cover plate (7).

- Secure the spring cylinder (8) with 4 to 5 DIN 125 A13 washers (9) and a DIN 934 M12 nut (10).
- Remove the cable tie.
- Position handbrake lever vertically and remove the spring cylinder (8) from underneath.



When dismantling, the cylinder (8) will drop out.



- Pull the bellows (11) off the rear attachment bolt (12)
- Unscrew the nuts (13) of the attachment bolts (12)
- Take out the attachment bolts (12)
- Take off the coupling (14)



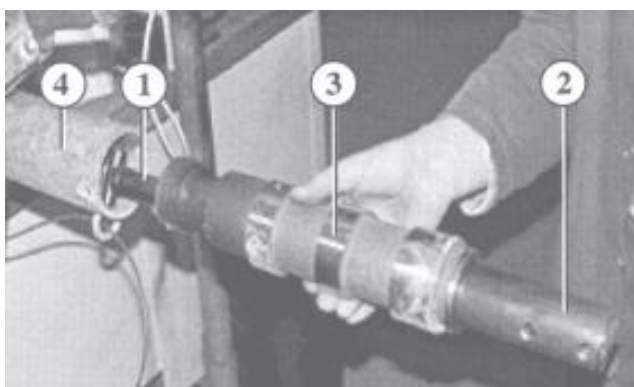
- Unscrew the nut (15)
- Pull the damper (16) frontwards out of the drawbar

2.3.18 Installing the damper

Installing the damper on the tubular overrun device



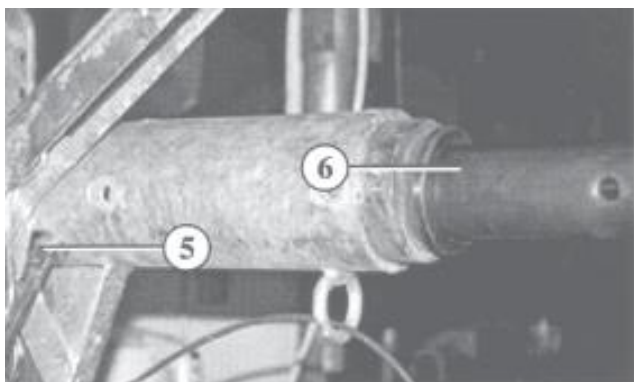
Caution: Injuries can be caused by the handbrake lever flying up.



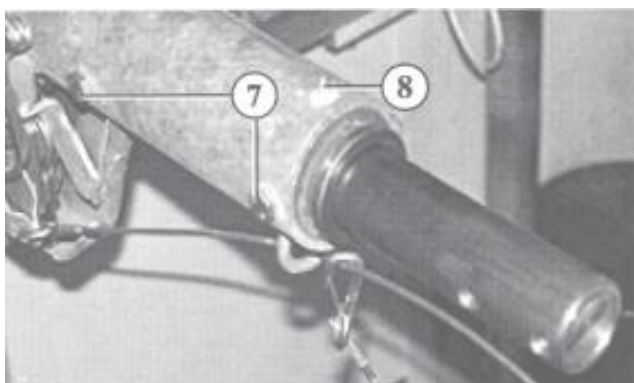
- Insert the damper (1) and drawbar (2) into the bearing cartridge (3)
- Push the bearing cartridge (3) into the housing (4)



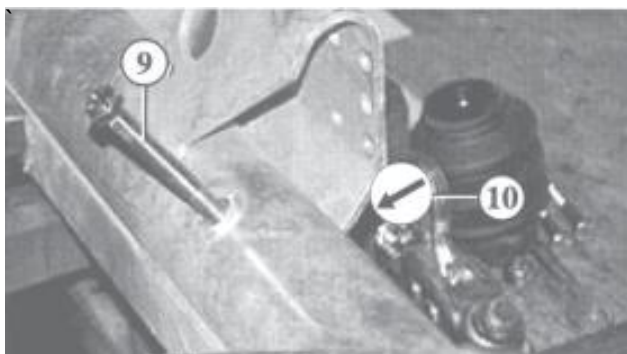
When inserting the bearing cartridge, make sure that the holes are correctly positioned.



- Screw the locating pin (5) into the drawbar (6)



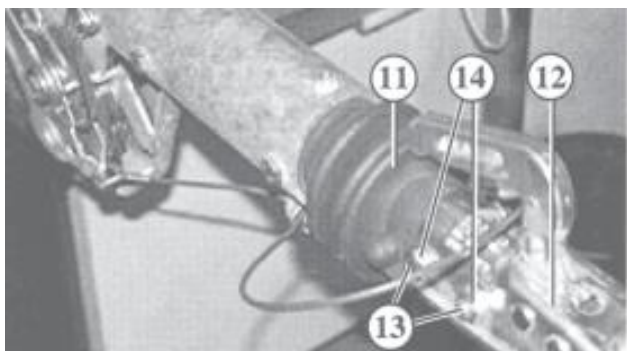
- Insert the retaining bolts (7) and tighten to 50 Nm
- Screw in the grease nipples (8)
- Check that the drawbar moves freely



- Insert the damper retaining screw (9)
- Fit the nut and tighten to 86 Nm



The bolt (9) must pass through the rear damper eye.



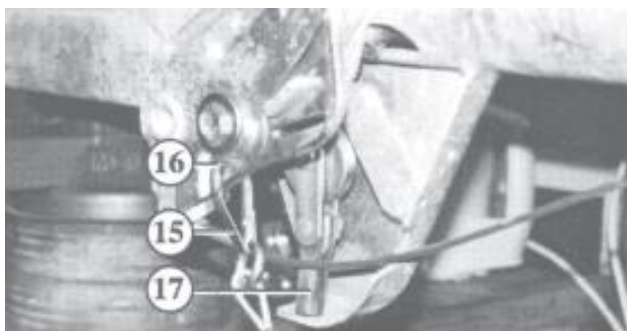
- Fit the bellows (11) onto the bearing cartridge
- Insert the spacer tube into the drawbar in line with the front attachment bolt
- Position the coupling (12)
- Insert the attachment bolts (13)
- Fit new self-locking nuts (14) and tighten to 86 Nm



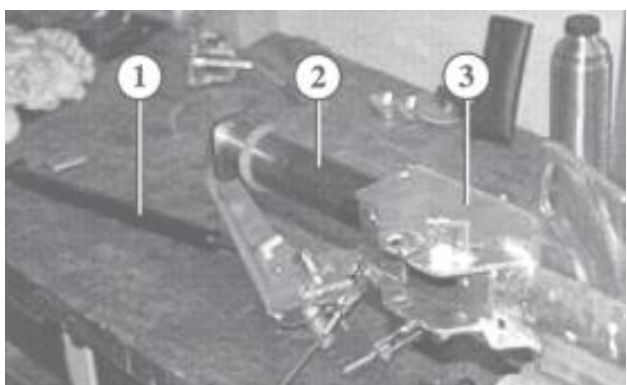
The rear attachment bolt must pass through the front damper eye.



Do not re-use self locking nuts.



- Clip the snap hook (15) of the breakaway cable into hole (16)
- Screw the brake rod into the rod end fitting (17) and tighten the locknut
- Unclip the snap hook (15) of the breakaway cable
- Adjust the braking system and check for correct operation

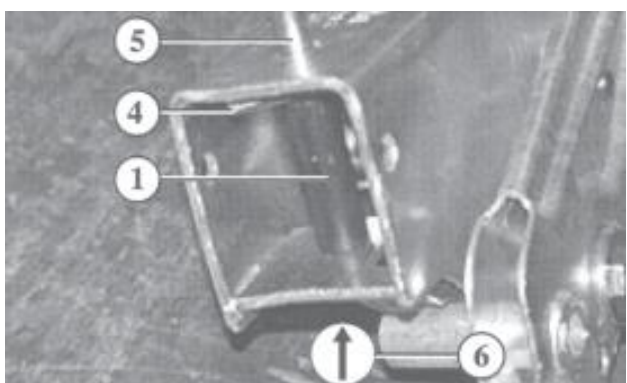


Installing the damper on delta and square overrun devices



Caution: Injuries can be caused by the handbrake lever flying up.

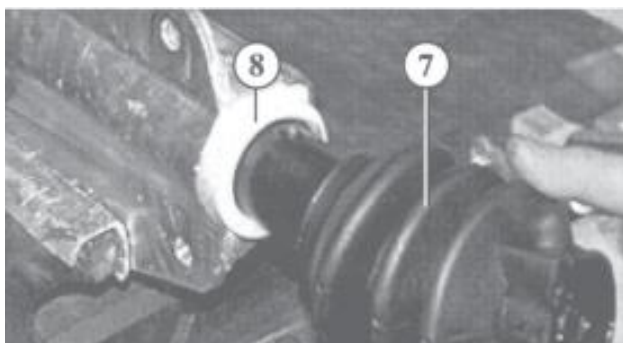
- Insert the damper (1) and drawbar (2) into the housing from the rear



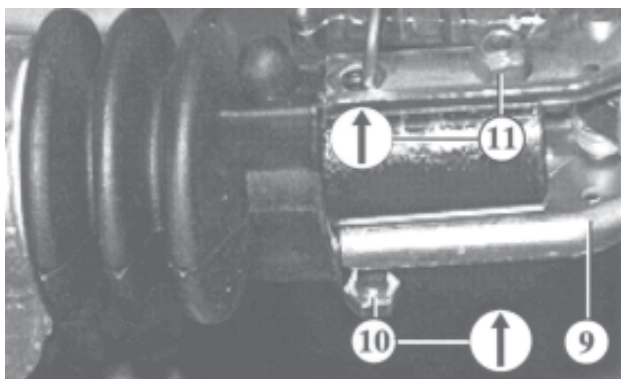
- Line up the damper (1) and stop plate (4)
- Insert the damper retaining bolt (5)
- Fit a new self-locking nut (6) and tighten to 86 Nm



Do not re-use self-locking nuts.



- Fit the bellows (7) onto the bearing bush
- Insert the spacer tube into the drawbar in line with the front attachment bolt



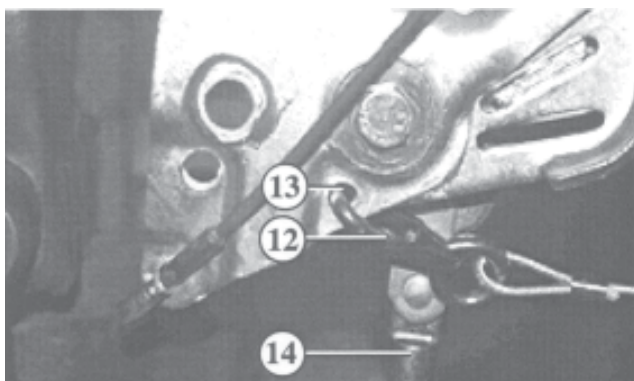
- Fit the coupling (9)
- Insert the attachment bolt (10)
- Fit new self-locking nuts (11) and tighten to 86 Nm



The rear attachment screw must pass through the front damper eye.



Do not re-use self-locking nuts.



- Clip the snap hook (12) of the breakaway cable into hole (13)
- Unscrew the brake rod from the rod end fitting (14)
- Unclip the snap hook (12) of the breakaway cable
- Adjust the braking system and check for correct operation

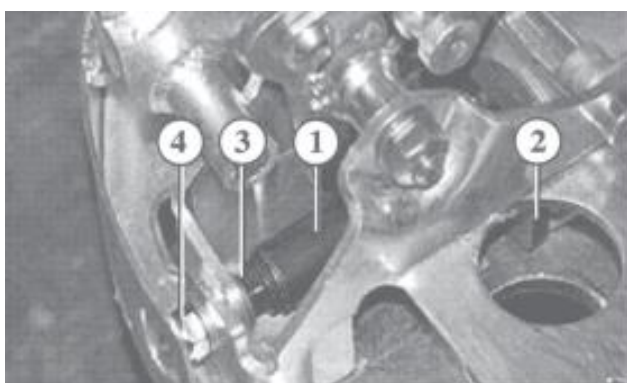
Installing the damper on the Euro over run device



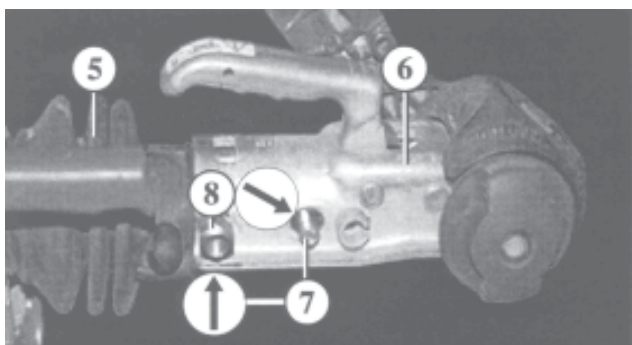
Caution: Injuries can be caused by the handbrake lever flying up



Beware of trapped fingers when installing the spring cylinder.



- Insert the damper (1) with damping rubber into the drawbar (2) from the front
- Insert the damper screw (3) through the hole in the housing
- Fit the nut (4) and tighten to 50 Nm



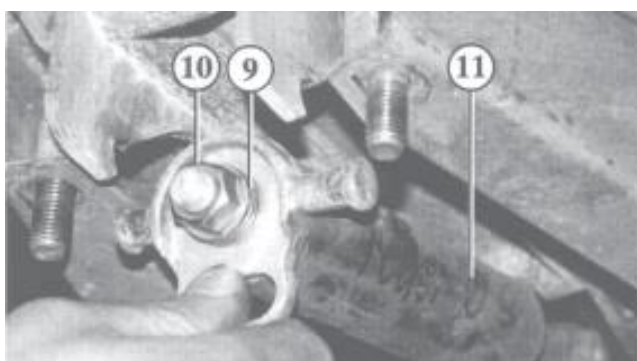
- Fit the bellows (5) onto the bearing cartridge
- Insert the spacer tube into the drawbar in line with the front attachment bolts
- Position the coupling (6)
- Insert the attachment bolts (7)
- Fit new self-locking nuts (8) and tighten to 86 Nm



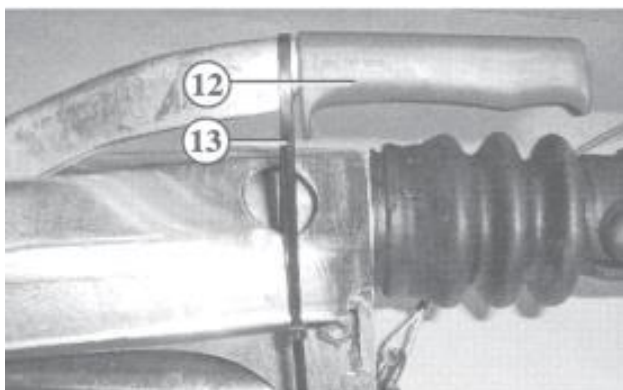
The rear attachment bolts must pass through the front damper eye.



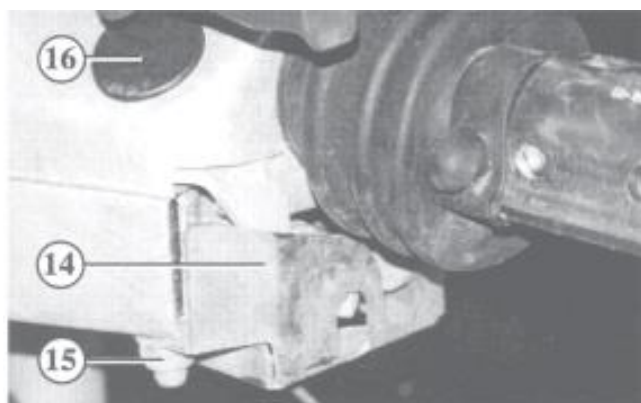
Do not re-use self locking nuts.



- Position the handbrake lever vertically.
- Place the spring cylinder (11) secured with the washers (9) and nut (10) in its mounting and move the handbrake lever downwards.



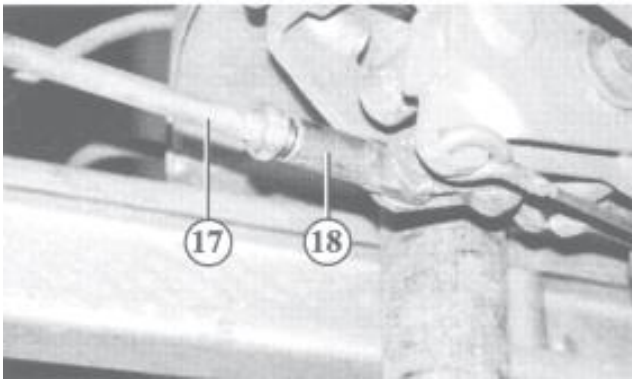
- Secure the handbrake lever (12) with a cable tie (13)
- Remove the nut and washers from the spring cylinder.



- Fit the cover plate (14)
- Fit new self-locking nuts (15) and tighten to 86 Nm
- Insert plug (16)



Do not re-use self-locking nuts.

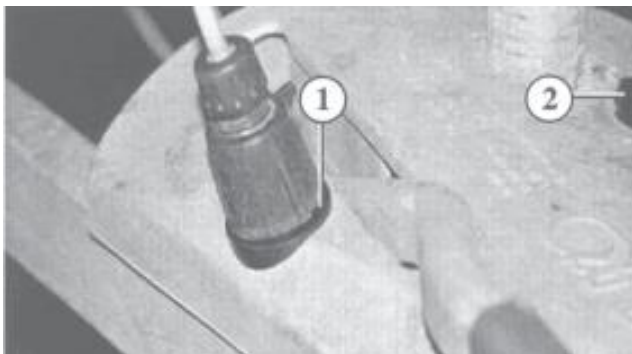


- Screw the brake rod (17) to the rod end fitting (18) and tighten the locknut.
- Remove the cable tie



2.3.19 Removing the connector holder on the Euro overrun device

- Pull the connector holder for the 7 way (1) and 13 way (2) connectors out of the housing.



2.3.20 Installing the connector holder on the Euro overrun device

- Plug the connector holder for the 7 way (1) and 13 way (2) connectors into the housing.

