

## Valve Block (60.60.20)

### Removal



**CAUTION:** Dynamic Response system components are manufactured to very precise tolerances and fine clearances. It is therefore essential that absolute cleanliness is observed when working with these components. Always install blanking plugs to any open orifices or lines. Failure to follow this instruction may result in foreign matter ingress to the Dynamic Response system.

#### NOTE:

The valve block seals do not require replacement unless there is evidence of a fluid leak. A new valve block is supplied with new seals installed.

1





**WARNING:** Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.

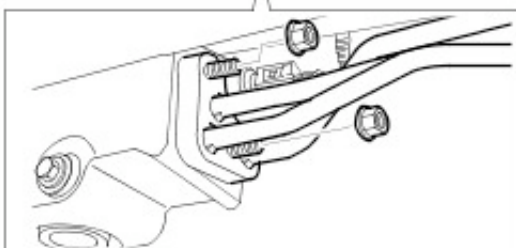
Raise and support the vehicle.

2 . **NOTE:**

Some fluid spillage is inevitable during this operation.

Release the front actuator pipes from the valve block.

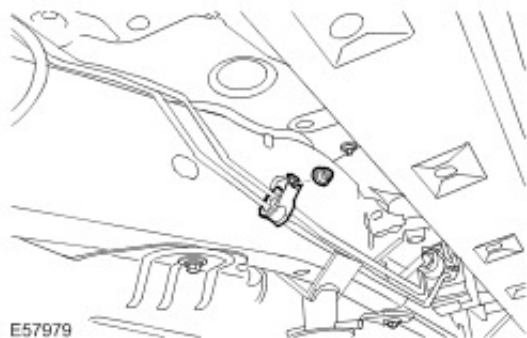
-  Position a container to collect the fluid spillage.
-  Remove and discard the 2 nuts.



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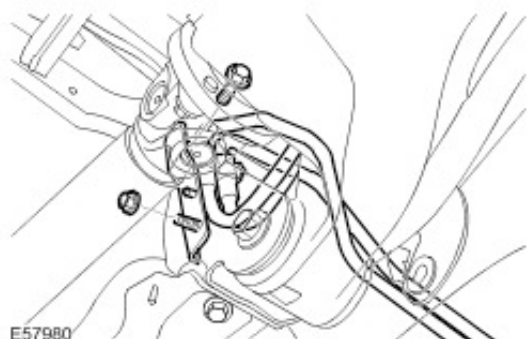
3 . Release the valve block to rear stabilizer bar actuator pipe assembly mounting.

-  Remove the nut.



4 . Release the valve block to rear stabilizer bar actuator pipe assembly mounting.

- ▶ Remove the bolt.
- ▶ Remove the nut.
- ▶ Remove the bracket.



5



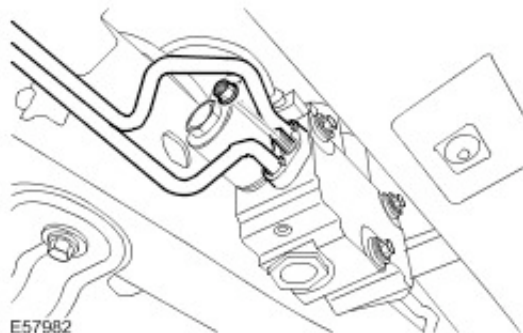
**CAUTION:** Before disconnecting or removing the components, ensure the area around the joint faces and connections are clean. Plug open connections to prevent contamination.

**NOTE:**

Some fluid spillage is inevitable during this operation.

Disconnect the rear actuator pipes from the valve block.

- ▶ Position a container to collect the fluid spillage.
- ▶ Remove and discard the nut.



6



**CAUTION:** Before disconnecting or removing the components, ensure the area around the joint faces and connections are clean. Plug open connections to prevent contamination.



**CAUTION:** Make sure the actuator fluid lines are not clamped or kinked. Failure to follow this instruction will result in damage to the vehicle.

**NOTE:**

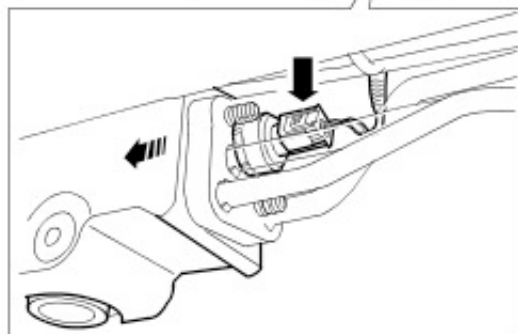
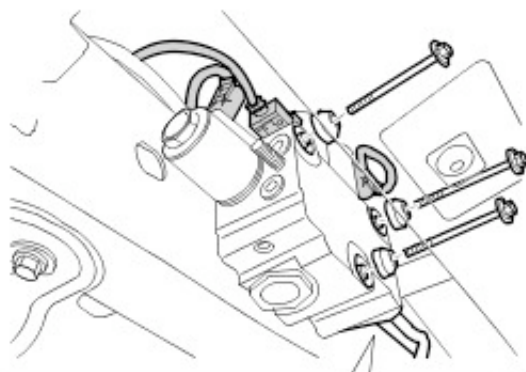
Some fluid spillage is inevitable during this operation.

**NOTE:**

Note the fitted position of the washers.

Remove the valve block.

- Disconnect the 4 electrical connectors.
- Remove the 3 bolts.
- Collect the 4 washers.
- Disconnect the front actuator pipes from the valve block.

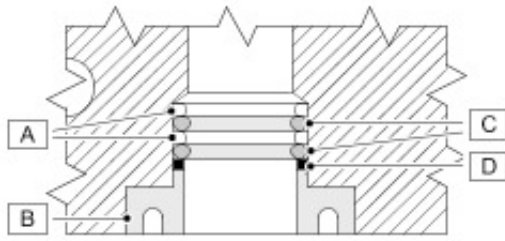


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## Installation

1 . Check the valve block O-rings seals and plastic spacer washers are correctly installed.

- A: Backing rings (white)
- B: Outer clamping ring
- C: O-ring seals
- D: Outer backing ring (Black)



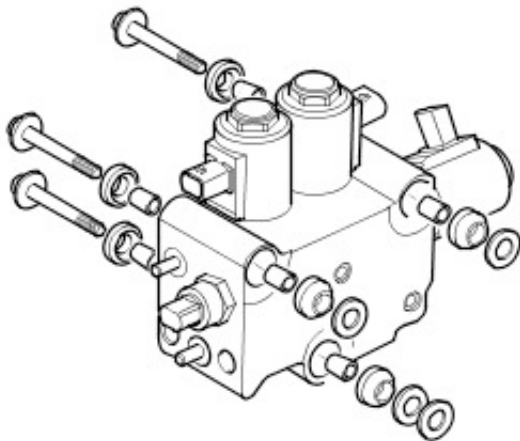
E58627

**2 NOTE:**

- Make sure there are two washers installed between the integrated body frame and the valve block lower retaining bolt.

Install the valve block.

- ▶ Remove the blanking caps from the ports.
- ▶ Connect the front actuator pipes to the valve block.
- ▶ Install 2 new nuts and tighten to 22 Nm (16 lb.ft).
- ▶ Install the 3 valve block retaining bolts, and tighten to 22 Nm (16 lb.ft).
- ▶ Connect the electrical connectors.



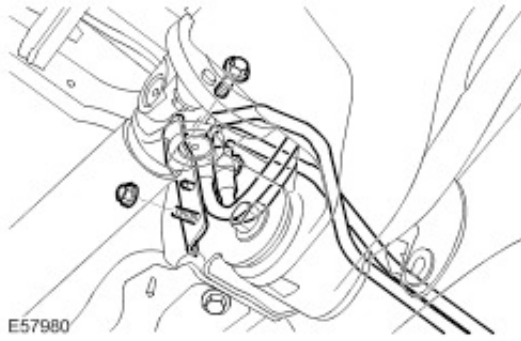
E58615

**3 . Connect the rear actuator pipes to the valve block.**


- ▶ Remove the blanking caps from the ports.
- ▶ Install a new nut and tighten to 22 Nm (16 lb.ft).
- ▶ Remove the container.

**4 . Secure the valve block to rear stabilizer bar actuator pipe assembly mounting.**

- ▶ Install the bracket.
- ▶ Install the nut and bolt and tighten to 9 Nm (7 lb.ft).



5 . Secure the valve block to rear stabilizer bar actuator pipe assembly mountings.

 Tighten the nut to 9 Nm (7 lb.ft)

6 . Using T4, bleed the Dynamic Response system.