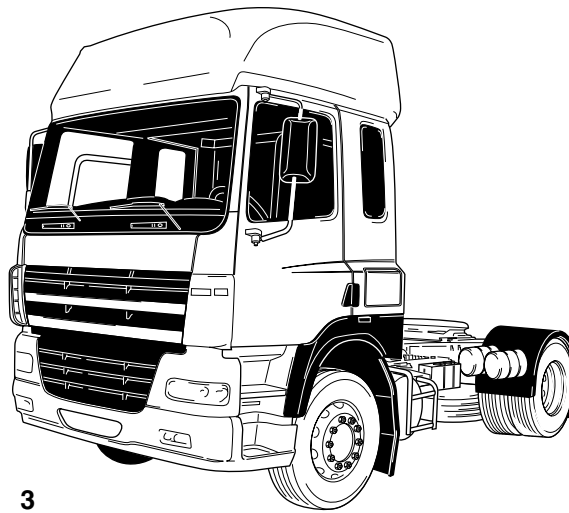
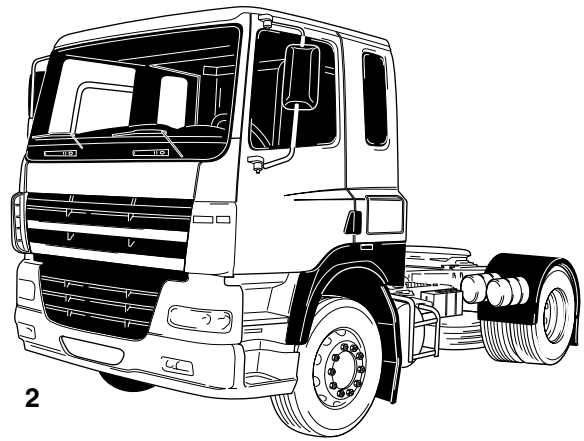
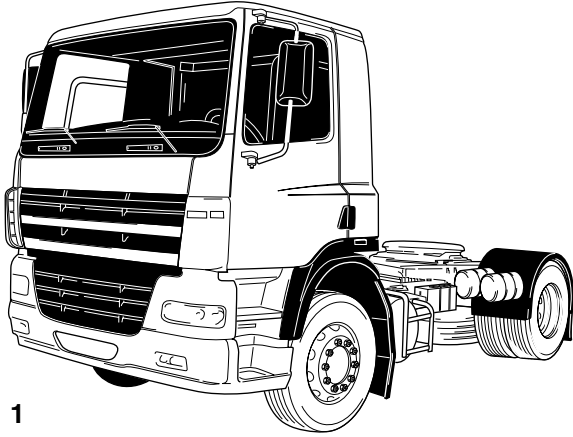


1. INTERNAL AND EXTERNAL CAB COMPONENTS

1.1 GENERAL

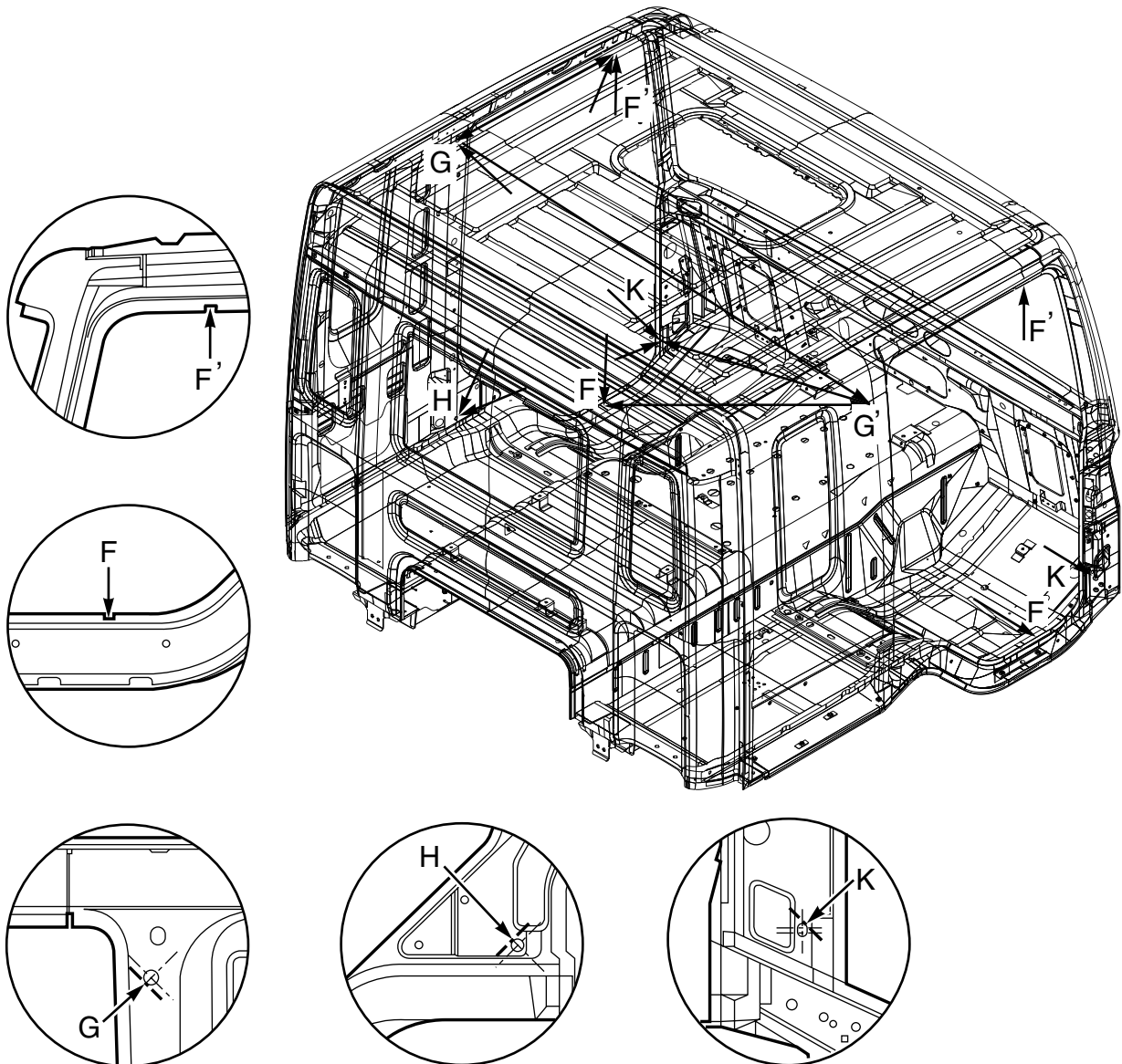
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Legend

1. Day cab
2. Sleeper cab
3. High sleeper cab

K1 01 008



K1 00 928

Recommended dimension between measuring points on the same side.

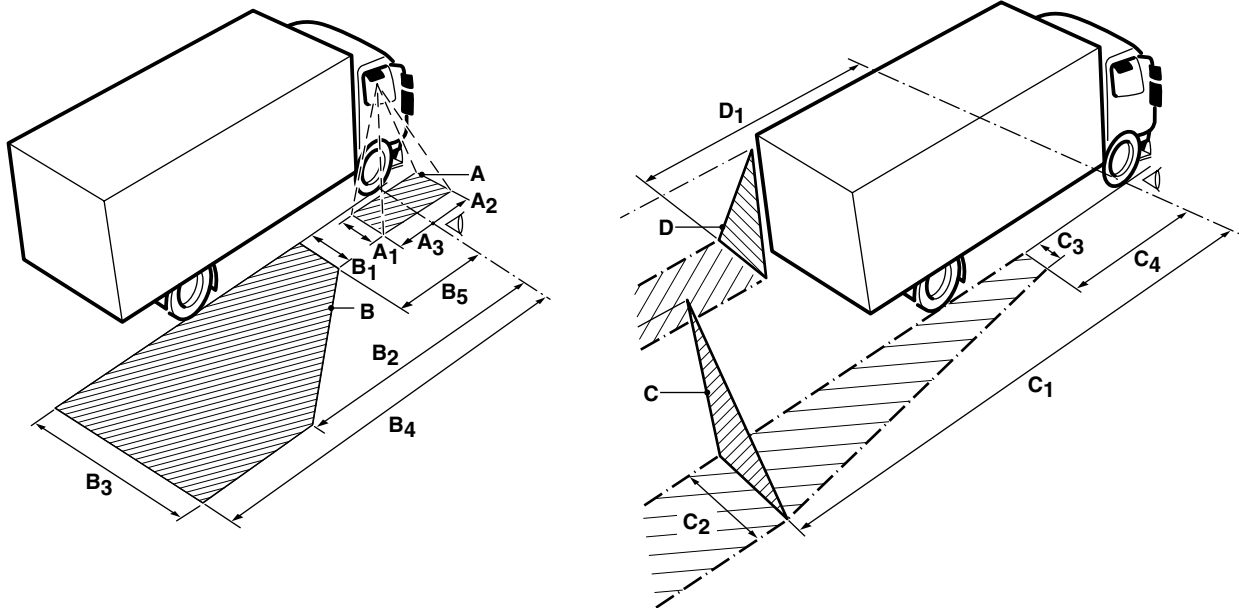
F - F'	1524 mm
F' - H	1419 mm
G - K	1662 mm
F' - G	708 mm

Recommended dimension between measuring points on opposite sides.

G' - G	2030 mm
G - F	2612 mm
G - K	2649 mm

0

Dimensions of compulsory field of vision



K100237

Mirror	size 1	size 2	size 3	size 4	size 5
Pavement mirror [A]	1 m	1 m	1.25 m		
Wide-angle exterior mirror [B]	2.5 m	15 m	12.5 m	25 m	3 m
Main exterior mirror, co-driver side [C]	30 m	3.5 m	0.75 m	4 m	
Main exterior mirror, driver side [D]	10 m	2.5 m			

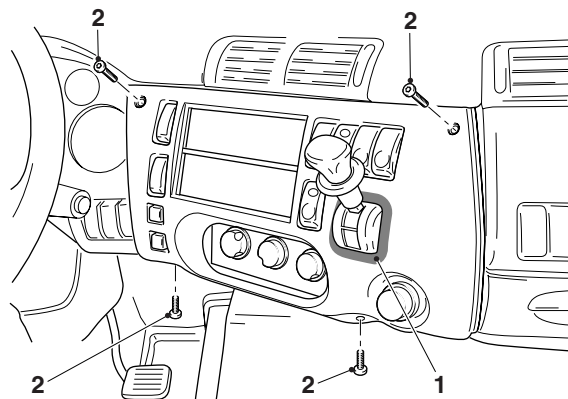
4.4 REMOVAL AND INSTALLATION, RADIO PANEL

Removing radio panel

1. Remove the central console panel.
2. Remove the rubber grommet (1) around the parking brake valve.
3. Remove the attachment bolts (2) and remove the radio panel. If necessary, mark the location of the connectors.

Installing radio panel

1. Fit the connectors.
2. Put the radio panel in place and fix with the attachment bolts (2).
3. Fit the rubber grommet (1) around the parking brake valve.
4. Fit the central console panel.



K1 00 934

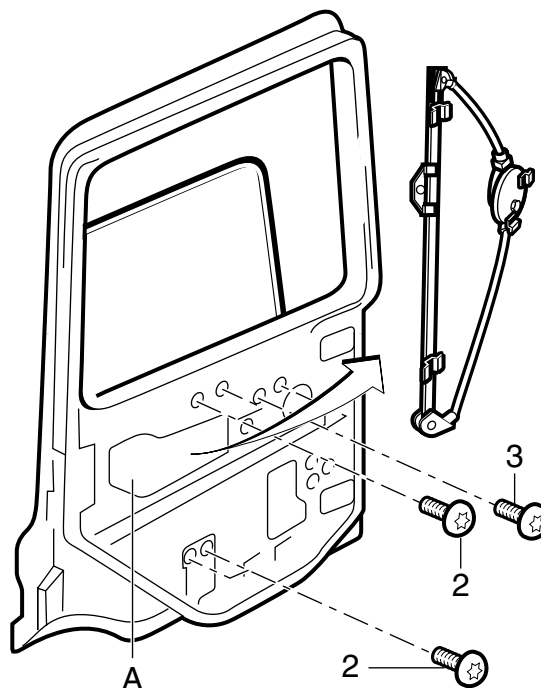
4.14 REMOVAL AND INSTALLATION, MANUALLY OPERATED WINDOW MECHANISM

Removing manually operated window mechanism

1. Remove the door panel.
2. Detach the foil at (A).
3. Lower the glass, remove the attachment bolts (1) and raise the glass.
4. Remove the attachment bolts (2) and (3) and remove the window mechanism from the door through the opening.

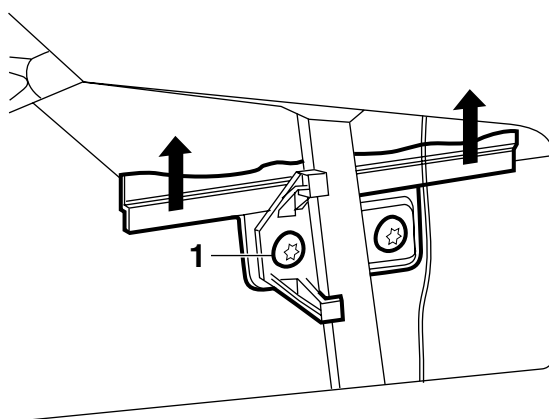
Installing manually operated window mechanism

1. Fit the window mechanism in the door and fit the attachment bolts (2) and (3).



K1 00 908

2. Lower the glass and fit it to the window mechanism using attachment bolts (1).
3. Raise the glass. Close the glass almost completely. Check whether the top edge of the drop glass is parallel to the window frame. Loosen the attachment bolts (1), if necessary. Move the glass to the correct position and re-tighten the attachment bolts.
4. Use tape to attach the foil at (A).
5. Install the door panel.



K1 01 089

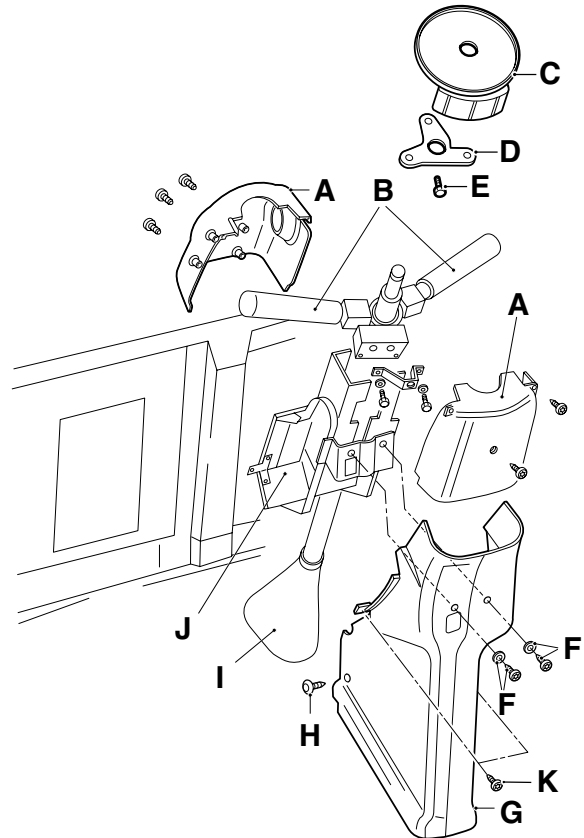
4.23 REMOVAL AND INSTALLATION, STEERING ANGLE SENSOR

Removing steering angle sensor

1. Remove the battery earth clamps.
2. Remove the covers of the steering box (A) right below the steering wheel.
3. Remove the steering wheel.
4. Disconnect the connector from the steering angle sensor (C).
5. Carefully remove the steering angle sensor (C) from the sensor bracket (D).
6. Remove the attachment bolt (E) of the sensor bracket.
7. Remove the sensor bracket (D) from the steering box.

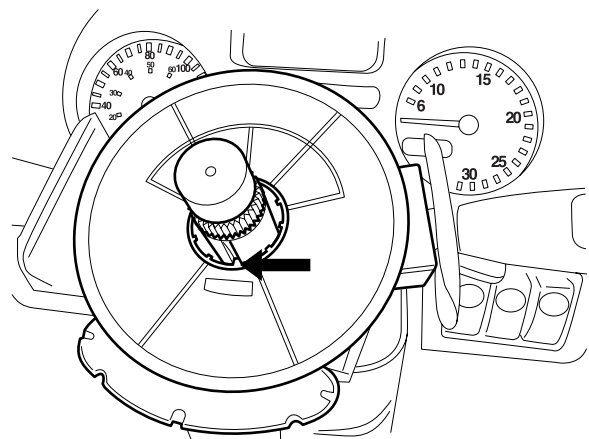
Installing steering angle sensor

1. Fit the sensor bracket to the steering box using the attachment bolt.



K1 01 636

2. Fit the steering angle sensor to the steering shaft. Make sure that the projecting part on the inner ring of the steering angle sensor falls into the groove in the steering shaft. Carefully press the steering angle sensor in the attachment holes in the sensor bracket.
3. Install the connector on the steering angle sensor.
4. Fit the covers.
5. Fit the steering wheel.
6. Attach the earth clamps to the batteries.



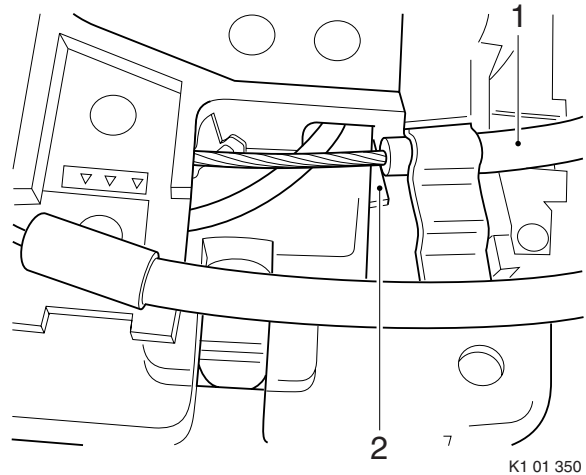
K1 01 649

3. INSPECTION AND ADJUSTMENT

3.1 INSPECTION AND ADJUSTMENT, HEATER VALVE

Inspecting heater valve

1. Remove the heater control panel.
2. Turn the temperature knob on the control panel fully counterclockwise (cold). Check at the rear of the control panel that the bowden cable (1) (red for LHD and blue for RHD) abuts against the stop (2).

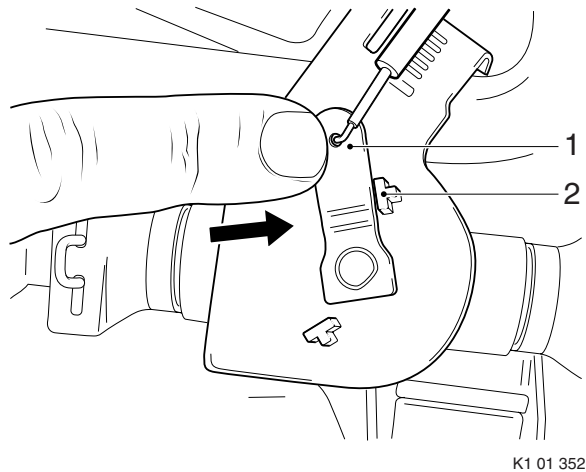


3. Turn the control knob fully clockwise (warm) once and fully counterclockwise again (cold). Check that the control arm (1) of the heater valve abuts fully against the stop (2). If this is not the case, the heater valve must be adjusted.

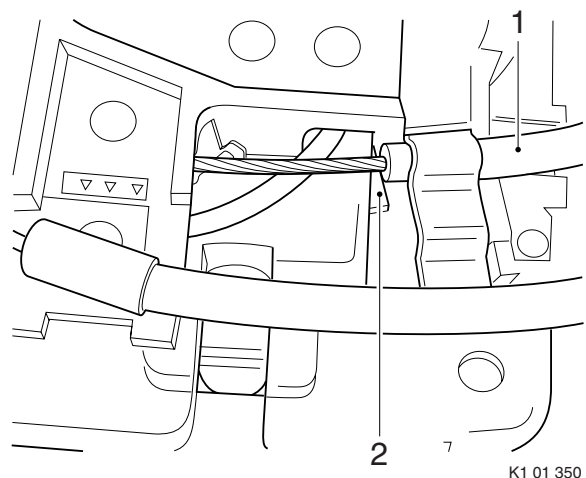
4. Fit the heater control panel.

Adjusting the heater valve

1. Remove the heater control panel.



2. Turn the temperature knob on the control panel fully counterclockwise (cold). Remove the fastening clip and press the bowden cable (1) against the stop (2) and fit the fastening clip.



1. SAFETY INSTRUCTIONS

1.1 SAFETY INSTRUCTIONS

General

The cab is equipped with a hydraulic tilting mechanism. The pump is located on co-driver's side at the rear of the cab. The cab locks are opened hydraulically during pumping.

Before tilting the cab, make sure that the doors are closed, that there are no loose items in the cab and that the gear lever is in neutral. Tilt the cab fully forward if work must be carried out underneath the cab.



You can stop the cab tilting forward at any time by turning the cock to the reverse tilting position.



When working on a tilted cab (for example when welding, spray-painting or applying bitumen coatings), be sure to cover the piston rod of the lifting cylinder. Welding spatter and paint on the piston rod will inevitably cause damage to the oil seal.

Inspection after a collision

Before tilting the cab after a collision, check the cab rests, the cab hinges and the attachment of the lifting cylinder to the chassis member and cab for cracks.



If the vehicle has been involved in a collision, the cab must under no circumstances be tilted without due precautions. The end stop in the lifting cylinder may be damaged, which might cause the cab to shoot past its end stop.

If possible, suspend the cab in slings and put a stand in front of the cab. Make sure that there is no one in front of the cab while it is being tilted.

After a collision, **always** check the lifting cylinder for internal damage. Replace the lifting cylinder if damaged or if in doubt.

4.4 REMOVAL AND INSTALLATION, DOORS

Removing doors

1. Disconnect the connectors in the door.
2. Remove the grommet in the A-pillar.
3. Remove the torx bolt (1). Loosen the door check. Remove the hinge bolt (2).
4. Suspend the door in slings.

Note:

Protect the door paint by taping the places where the slings will contact the door.

5. Remove all other hinge bolts and take off the door.

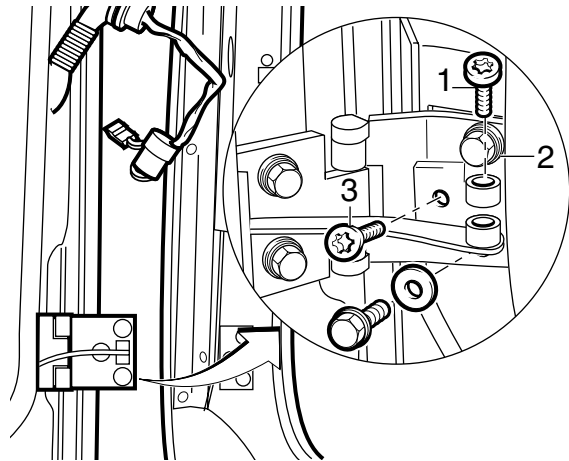
Installing doors

1. Suspend the door in the slings and position it with the hinges in front of the attachment holes.

Note:

Protect the door paint by taping the places where the slings will contact the door.

2. Centre the attachment plate in the A-pillar and fit all hinge bolts with the exception of hinge bolt (2).
3. Fit the door check and then hinge bolt (2).
4. Feed the connectors through the A-pillar and fit the grommet.
5. Connect the connectors in the door and fit the cover.
6. Close the door carefully and adjust it; see chapter "Inspection and adjustment"

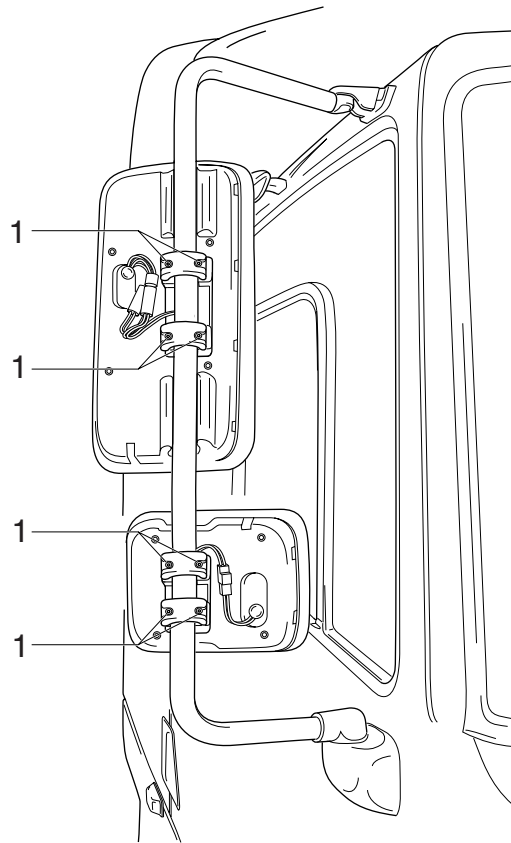


K1 00 666

3. Remove the clamping bracket bolts (1) and remove the exterior mirror from the D-shaped arm.

Installing main exterior mirror

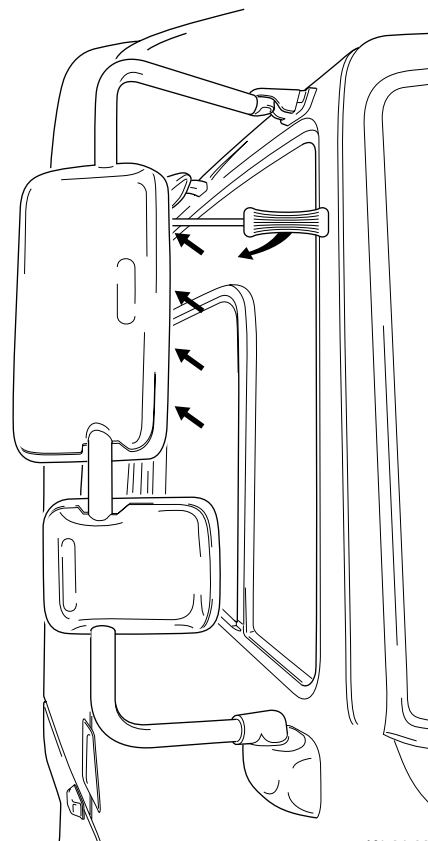
1. Fit the exterior mirror to the D-shaped arm. Hand-tighten the clamping bracket bolts (1).
2. Fit the connectors of the exterior mirror heating and/or exterior mirror adjustment.
3. Position the mirror at the proper height and angle, see "Technical data".
4. Tighten the clamping bracket bolts.
5. Fit the cover (push into place).



K1 01 095

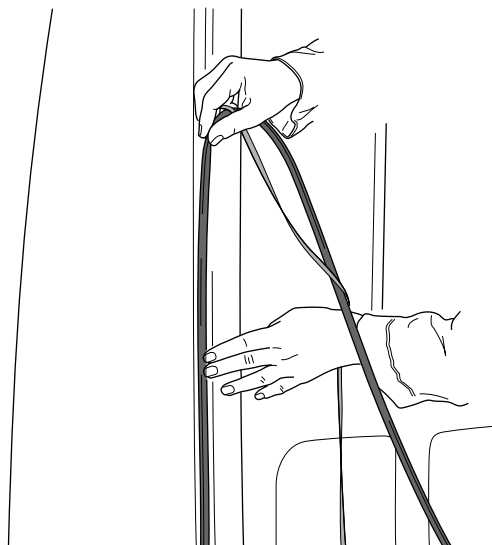
Removing wide-angle exterior mirror/dead angle exterior mirror

1. Remove the cover at the back of the exterior mirror. This cover can be loosened by sticking a wide screwdriver into the openings (do not turn it) and moving the screwdriver backwards.
2. Unplug the connectors of the exterior mirror heating.



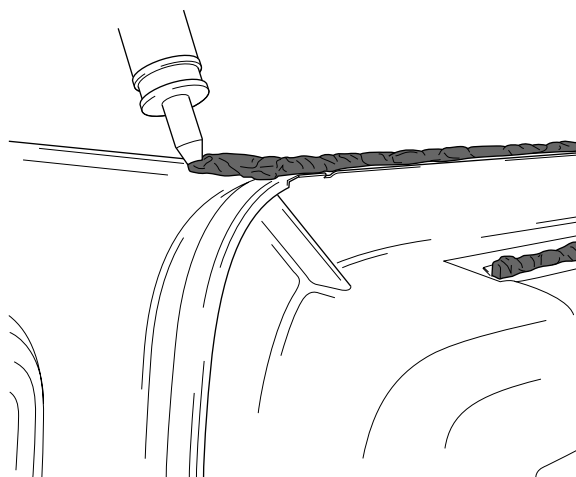
K1 01 094

- Place the rubber seal all round.



K1 01 075

- Apply the specified sealant, see "Technical data".
- Place the steel plates to support the bed, to prevent the roof edge from deforming.
- Using a hoist, place the polyester roof in the correct position on top of the cab in one go.
- Tension the front of the polyester roof using a beam at the rear so that it covers the rubber at the front completely to prevent black sealant streaks on the cab roof.
- Fix the polyester roof to the inside of the cab using the attachment bolts; tighten the attachment bolts to the specified torque, see "Technical data".



K1 01 073



Setting
Take note of the full setting time when applying the sealant. See "Technical data". Only when it has fully set will the glued joint be able to bear the full load.

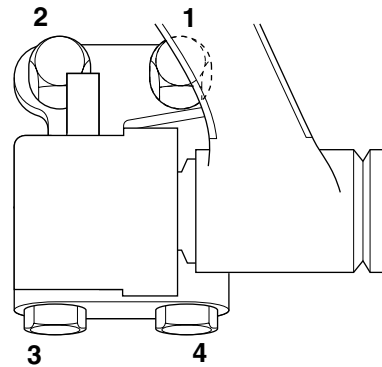
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CF65/75/85 series

CAB SUSPENSION

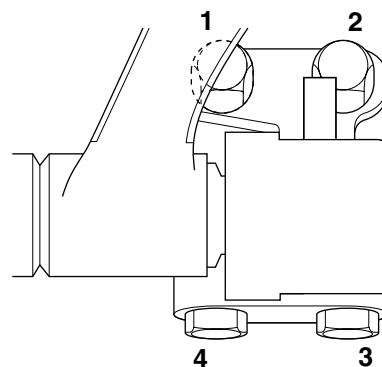
Removal and installation

4. Position the stabiliser bearing brackets in relation to the chassis supports.
5. Fit the attachment bolts (2, 3 and 4) on the right-hand side of the vehicle. Tighten the bolts but not yet to the specified torque.
6. Tighten the attachment bolts (3 and 4) on the right-hand side to the specified tightening torque, see "Technical data".



K1 01 021

7. Fit the attachment bolts (2, 3 and 4) on the left-hand side of the vehicle but do not yet tighten these bolts to the specified torque. The stabiliser still needs to be movable

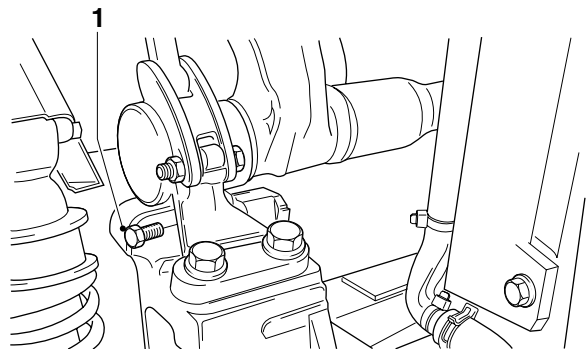


K1 01 022

Note:

Check that the threaded hole for the prestressed bolt in the aluminium chassis bracket has a screw thread.

8. Place an M8x50 mm bolt (1) to apply prestress to the cab stabiliser bearing support. Tighten the prestressed bolt to the specified torque. See "Technical data".
9. On driver side fit the spring element and tighten the attachment bolt at the top and the attachment nut at the bottom to the specified tightening torque, see "Technical data".

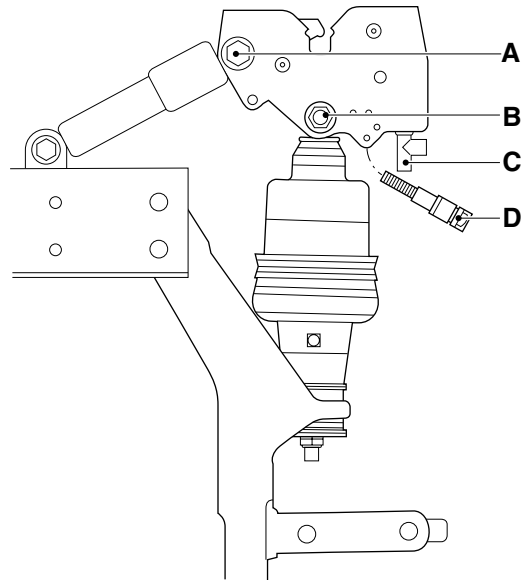


K1 01 066

4.9 REMOVAL AND INSTALLATION, CAB LOCKING MECHANISM

Removing cab locking mechanism

1. Tilt the cab.
2. Switch the tilting pump to reverse tilting.
3. Remove the proximity switch connector (D) on the right-hand side.
4. Remove the hydraulic line (C) and plug it. Collect any oil flowing out of the system.
5. Remove the attachment bolts (A) and (B).
6. Remove the cab lock.

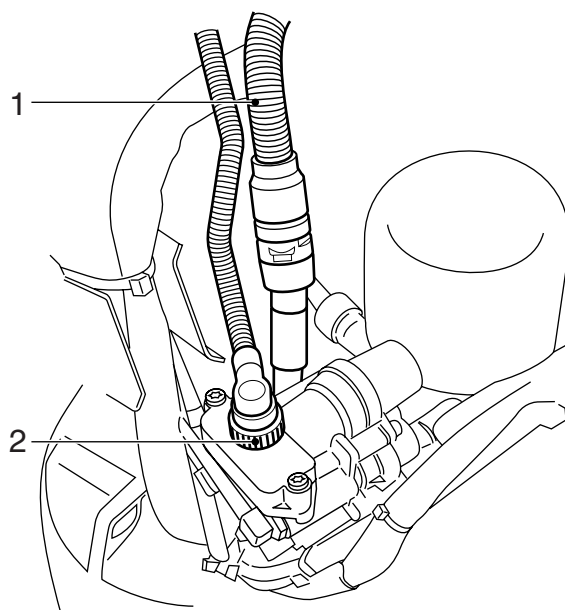


Installing cab locking mechanism

1. Fit the cab locking mechanism. Do not yet tighten the attachment bolts to the specified tightening torque.
2. Connect the connector (D) of the proximity switch.
3. Connect the hydraulic line (C).
4. Carefully lower the cab. When doing so, ensure that the locks are open.
5. Tighten the attachment bolts to the specified torque. See "Technical data".
6. Bleed the tilting mechanism.

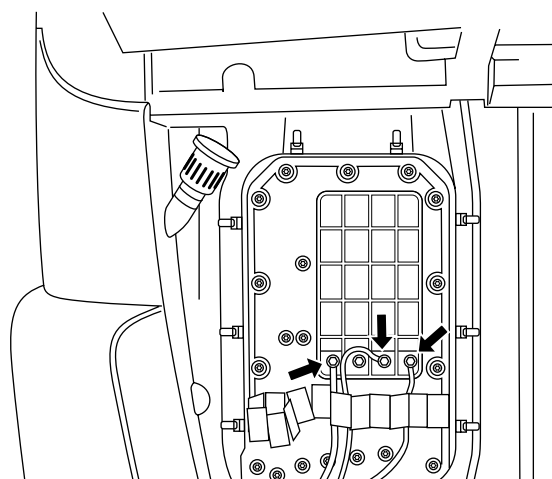
K1 01 109

27. Connect the connector (1) of the lighting on the right-hand side.
28. Install the connector (2) on the air supply unit.
29. If present, attach the fuel pipe to the cab heater.
30. Connect the pipe to the clutch cylinder. Fix the pipe securely with a clamp to prevent the pipe from chafing.
31. Install the air conditioning pipes and secure them using the attachment nuts.
32. Fit the lower cover of the cab lead through.



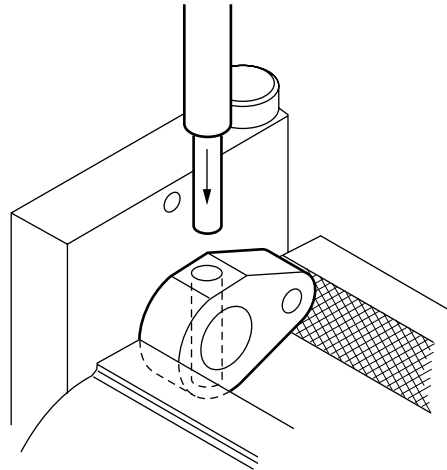
K1 01 032

33. Fit the connectors and the cables in the cab lead through. Seal the tachograph.
34. Fit the cover of the cab lead through.
35. Fit the vehicle grille.
36. Fit the corner pieces.
37. Bleed the clutch cylinder.
38. Connect the air pipe to the splitter control valve.
39. Fill the cooling system.
40. Fit the earth lead to the battery terminal.
41. Let the engine idle and top up the cooling system, if necessary.
42. If applicable, fill the air conditioning system.



K1 01 035

5. Secure the pump housing in a vice according to the adjacent figure and tap the pin out of the holder and the lever axle.

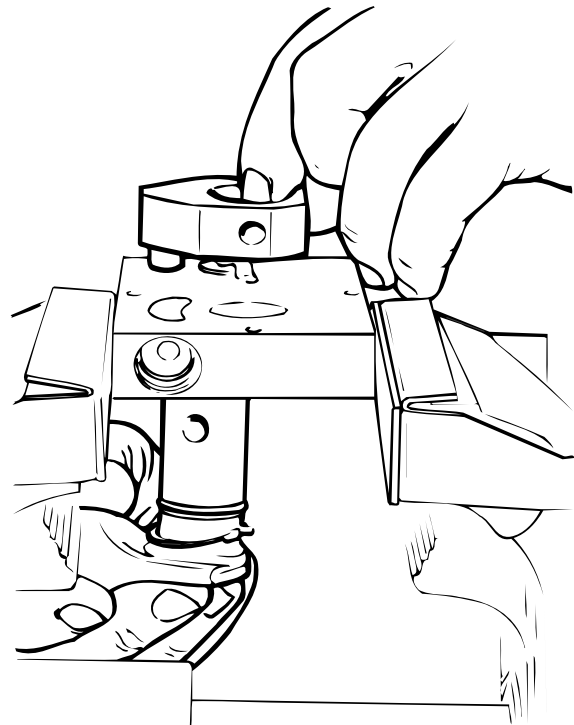


K1 01 499

6. Remove the holder and the lever axle.
Remove the O-ring from the lever axle.
7. Clean the reservoir, the filter, the magnet and the contact surfaces of the gasket.

Installing cab tilting pump seals

1. Fit a new O-ring to the lever axle.



K100139