

R129 Tonneau Cover Lock Cylinders

Level of difficulty: Quite easy – very rewarding!

Tools needed:

- M10 socket and ratchet
- Flat screwdriver or needle nose pliers or small hooked tool for removal of hydraulic line clip
- Rags or paper towels
- (Recommended: magnetic parts tray to hold screws and clips, and the MB-supplied soft top tool with a 10-mm box wrench at one end)



For inspection only:

- No tools required, and only a few minutes to open the tonneau cover and look at the cylinders...

Use as a guideline only – apply common sense, be careful, and wear protective gear!
Top Hydraulics, Inc. is not responsible or liable for personal injury or material damage.

1. Open the tonneau cover.
(If your tonneau cover should not open or unlock automatically, you can unlock it with the MB supplied tool with the 5-mm Allen wrench at one end. The tonneau cover unlocking bolt is hiding between the roll bar and the rear seat side panel...)



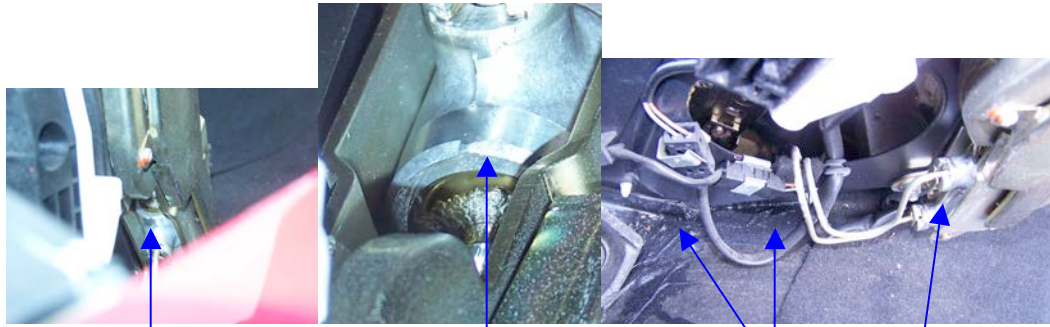
2. Inspection for leaks:
The locking cylinders are mounted upright, and they have a groove below the point from which they would be leaking. If you do not find any oil at first, cycle the roof a few times and check again!

Once the leak is substantial enough, the oil will work its way down the soft top storage well, eventually dripping down in front of your rear tires. Your hydraulic system may eventually not work properly when the hydraulic fluid level gets too low, and your hydraulic pump may suffer damage.

The seal material used in the OEM cylinders is rated for a shelf lifetime of some 10 years (replacement cylinders at your dealer may have been on the shelf for awhile already...), and has been designed into the system at the latest in the 1980s. Top Hydraulics, Inc. uses enhanced, more modern seals that provide for extended use, while making an excellent seal.

(The pictures below show a driver side cylinder leaking substantially – see the bubbly oil at the junction of piston and cylinder body... The oil is bubbly on account of the system running low on hydraulic fluid. Any oil in this area means that your cylinder is leaking! Also, see the oil that has already dripped down into the soft top storage well bottom. It will naturally drain down in front of your rear tire, taking the same path a leak from the main lift cylinder would take. Thus, if you already have oil spots in front of your rear tire, this could be from the tonneau locking cylinder, as well as the main lift cylinder.)

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(LH lock cylinder, leaking) (zooming in) (soft top well, oily, with lock cylinder)

3. Place rag under lock assembly and unplug microswitch.

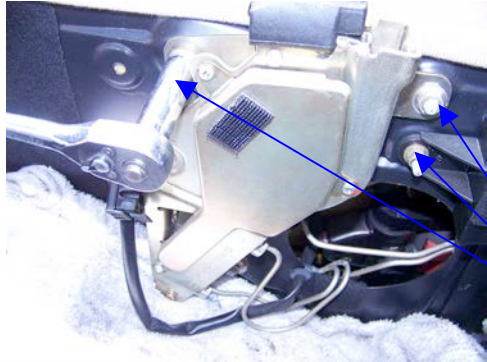


4. Remove hydraulic line clips. Push down upper one, pull up lower one. Watch out not to loose the clips; MB does not sell them separately!



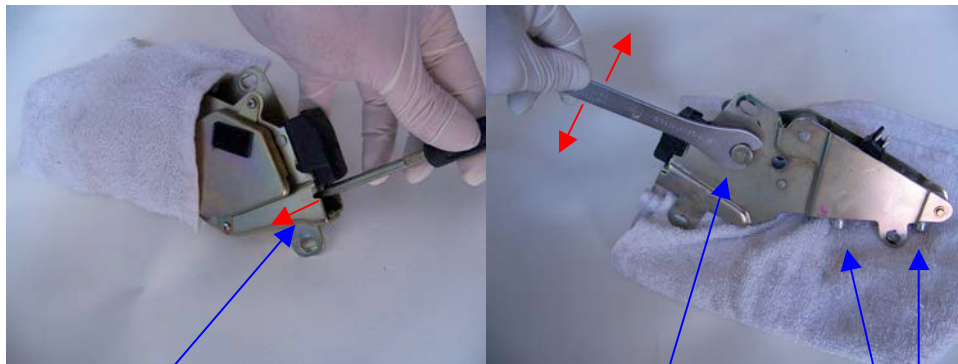
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- Remove the three nuts that hold the lock assembly, and remove lock assembly by carefully twisting it off the hydraulic lines. Wrap assembly in rag to avoid oil spills (in particular on yourself...).



(Remove three 10-mm nuts)

- Push oil out of locking cylinder:
 With the lock assembly wrapped in a rag (make sure to cover the two hydraulic line receptacles), push down the latch with a screwdriver, as if the tonneau cover was coming in to latch. Move the mechanism back and forth all the way several times – ideally by using the MB-supplied soft top tool (flat wrench with the Allen wrench on the other end). If you don't cover the cylinder, oil is almost sure to squirt all over you...



(use screwdriver to release linkage)

(Use soft top tool or pliers to move linkage, and drain the cylinder)

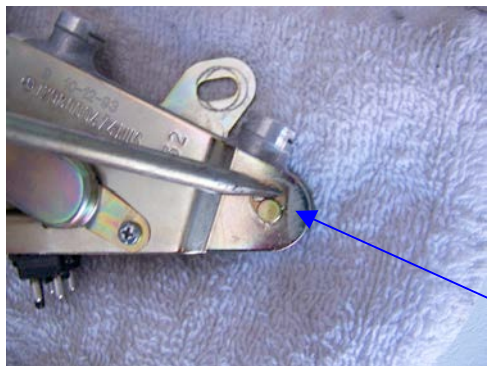
(Watch out for oil squirting out here!)

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Important: Top Hydraulics would be happy to accept the locking cylinders mounted to the locks, at no extra charge! The reason is, the pistons can be hard to remove from the locks, on account of the threadlock used. There is a significant chance of first-timers scratching up the piston when trying to remove the cylinder from the lock without first softening the threadlock sufficiently.

If you would like to latch your tonneau cover while the cylinders are out for repair, or if you are concerned about shipping costs from overseas, here is how to remove the cylinders from the locks:

- Remove the c-clip on the cylinder pivoting bolt with a small, flat screwdriver. Remove the pivoting bolt.



(Remove the c-clip)

- Soften the threadlock. You can use, in order of effectiveness: heatgun (be careful not to overdo it), acetone (nail polish remover), or WD-40 (over-night application).



(threadlock)

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- Hold the part into which the cylinder is screwed firmly in a vise, pliers, or an appropriate wrench, and carefully use a narrow 5-mm wrench to unscrew the cylinder from the lock. **Be very careful not to scratch the piston surface (do not use pliers or vise grip on the piston!!!), as scratched pistons make the cylinders irreparable. (And if you do scratch it, let us know, and we will likely have a replacement for you...)**

Replace in reverse order, and don't forget to use threadlock where it was originally applied – a single drop goes a long way! Remember all electrical connections and the clips on the hydraulic lines... The air will eventually be vented from the system, after you have cycled it a number of times.

Remember to wrap the assemblies carefully when shipping to us, so that the pistons do not get scratched during transport.

For repair and/or seal replacement, ship cylinders to:

Top Hydraulics, Inc.
3235 Pacific View Drive
Florence, OR 97439
USA

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