

## Fitting Information Mercedes E-Class W211 AIRmatic (not ABC)

### General information:

- Struts not to be stored below -15 °C and above 50 °C.
- Fitting and dismantling is only to be performed by fully qualified personnel at a specialist garage.
- Avoid damage to air lines and cables.
- Use car manufacturer's diagnostic software.
- Socket wrench insert open on one side (10 mm) required (e.g. Mercedes No. 211 589 00 09 00).
- Caution! Damage to the vehicle and the air suspension module can be incurred if work is carried out in a manner other than that specified in the instructions or in a different sequence.

### Dismantling the front struts

- Set steering to straight ahead.



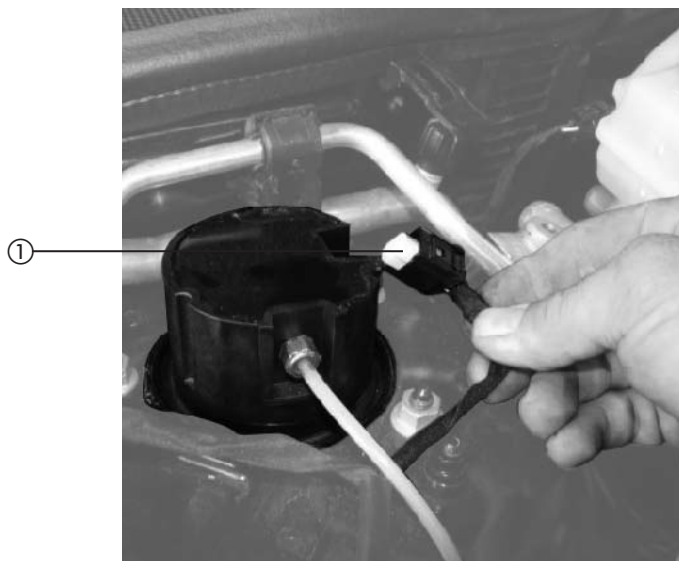
*The ignition must remain switched off during the work on the air spring module.*

- Raise vehicle.



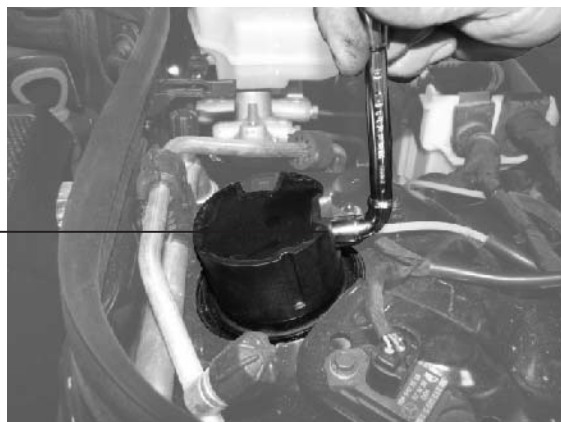
*Use the lifting platform (hoist) holding points prescribed by the vehicle manufacturer.*

*Vehicle slippage can cause danger to life and limb.*



- Remove top plug connection ①.

②



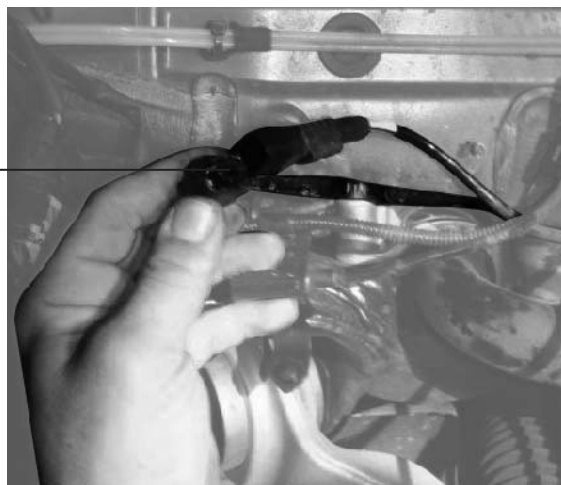
- Screw off pressure line union on strut ②.



*Air pressure!  
Loosen slowly and allow air to escape.*

- Seal off line with plugs.
- Dismantle wheel.
- Dismantle the inner fender.

③

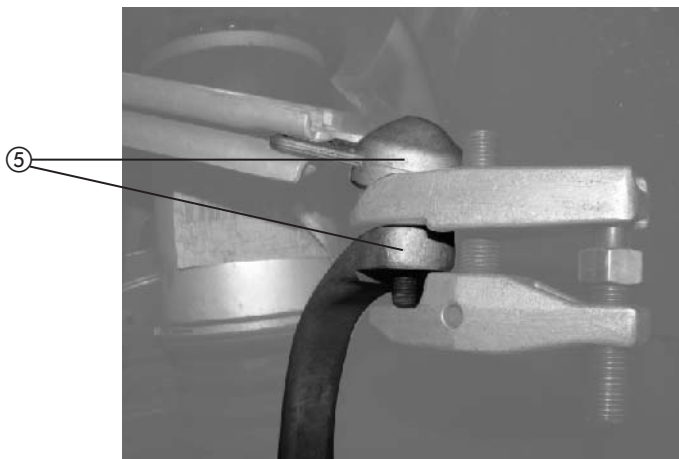


- Remove plug (shock absorber valve) of the strut being dismantled ③.

④



- Dismantle level sensor linkage ④.



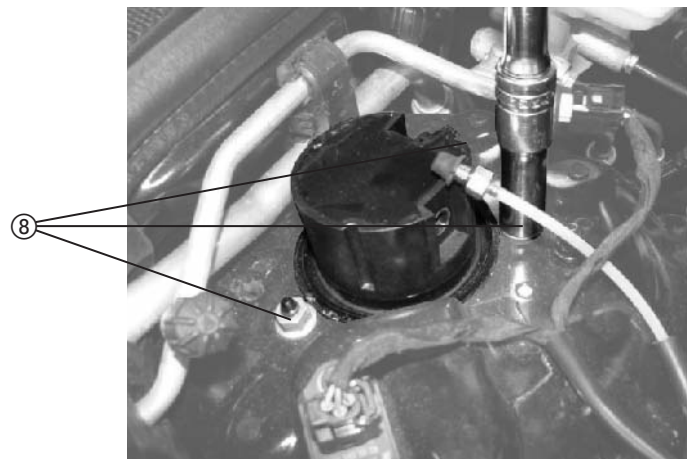
- Loosen the support link of the upper track control arm and press off using suitable tools ⑤.
- Dismantle stabilizer.



- Loosen the inner fixture of the bottom track control arm ⑥.



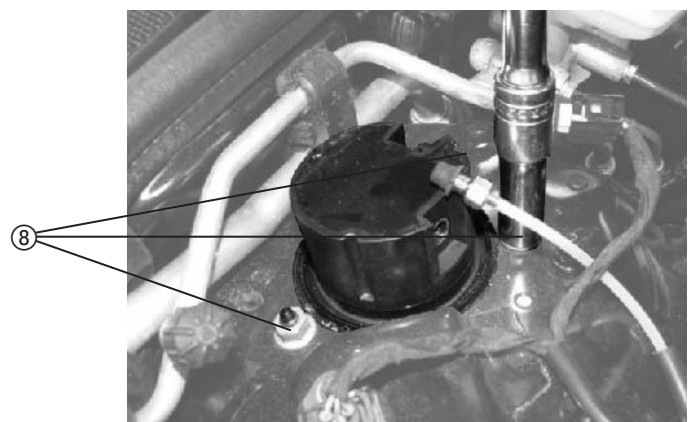
- Remove the strut bottom fixing fork ⑦.



- Loosen the 3 nuts on the strut dome ⑧.
- Push the bottom track control arm down and remove the strut sideways and downwards.

### Fitting the front struts

- Check struts prior to fitting: the shock absorber tube should have no side play and it must be possible to feel the fully inflated air-bellow beneath the dust cover. Otherwise, the struts are defective and must not be fitted.
- Renew self-locking nuts.
- Only fully tighten all movable, suspension related screw connections in ready-to-drive condition observing the manufacturer's specifications and tightening torques.



- Fit new strut upwards and position the upper nuts ⑧.

⑦



■ Assemble strut fork on the bottom track control arm ⑦.

■ Assemble stabilizer.

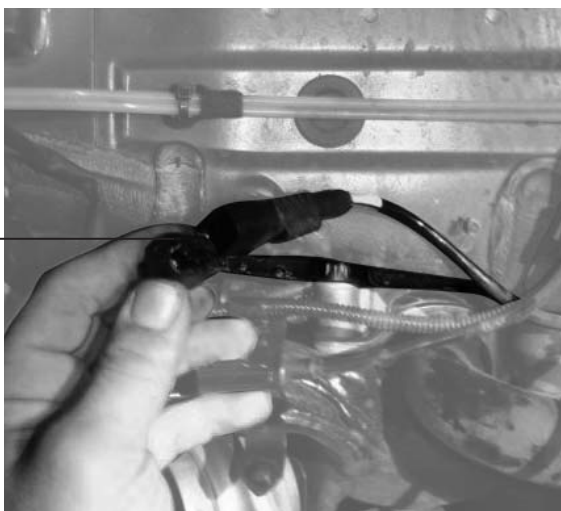
■ Assemble support link of the upper track control arm.

④



■ Assemble level sensor linkage ④.

③

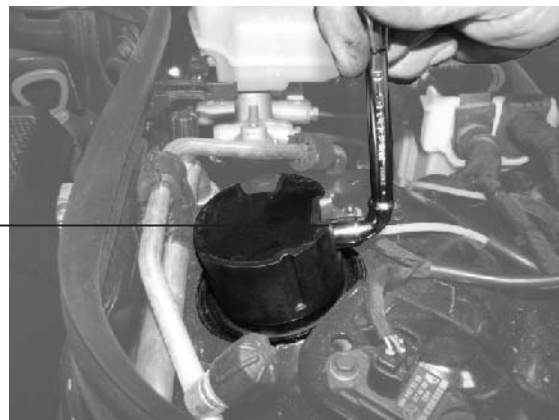


■ Insert plug (shock absorber valve) of the strut being fitted ③.

■ Assemble inner fender.

■ Mount the wheel.

②



■ Screw on pressure line (2Nm) ②.



*Check "O" ring – renew if necessary.*

■ Insert top plug.



*Never under any circumstances allow the vehicle to be fully lowered from the lifting platform (hoist) with the air suspension depressurized.*

■ Lower vehicle up to standard vehicle height from the lifting platform.

■ Start engine, wait 2 minutes, operate the raising function of the electronics ⑨.

⑨



■ Initially lower the lifting platform slowly and only lower completely when the vehicle raises of its own accord.

■ Check AIRmatic for leaks.

■ Fully tighten screws loosened during the work in ready-to-drive condition in accordance with the manufacturer's specifications.