

# Fitting Information Mercedes S W221 Airmatic (not ABC)

## General information:

- Do not store struts below -15 °C and above 50 °C.
- Disassembly and installation are only to be performed by fully qualified and certified personnel at a specialist garage.
- Car manufacturer special tools and equipment is required!
- Check air pipes and cables – renew if damaged.
- Caution! Damage to the vehicle and the air suspension module can occur if work is carried out in a manner other than that specified in the instruction or in a different sequence.

## Dismantling the rear struts



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

- Remove the loudspeaker cover from the hat rack.
- Remove c-pillar cover panel.



*Depending on special vehicle equipment screw behind plastic cover (airbag) and track for rollup sunscreen have to be removed first.*

- Move aside foam mat for better accessibility of nuts and pressure line connection.
- Raise vehicle.



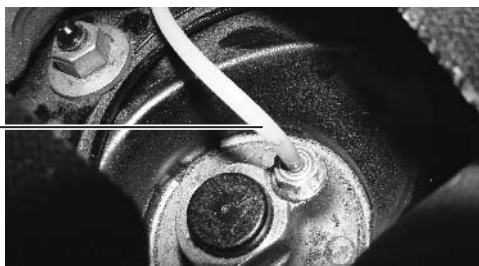
*Use a chassis hoist and make certain that the raised vehicle is securely attached to the hoist to prevent the vehicle from slipping, falling, or moving during the installation process.*

*If you choose to install any BILSTEIN product without the necessary special tools, expertise or chassis hoist, you may subject yourself to the risk of serious bodily injury or death.*

- Remove wheel.
- Unscrew pressure line connection at the strut ① (socket wrenches insert [10 mm] open on one side required, e.g. Mercedes part No. 211 589 00 09 00).



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



- Seal off line with plug.
- Remove the 3 nuts on the strut dome.
- Remove plastic cover and inner fender ②.
- Disconnect electric plug of the strut being dismantled ③.

②



③

- Support the rear muffler. Dismantle the mounting parts of the exhaust system from the connection flange to the rear end. Lower the rear muffler ④.

④



⑤

- Disassemble the inner fixture of the bottom track control arm ⑤.
- Detach the strut from bottom track control arm ⑥.

⑥



- Push the bottom track control arm down and remove the strut sideways.

## Installing the rear struts



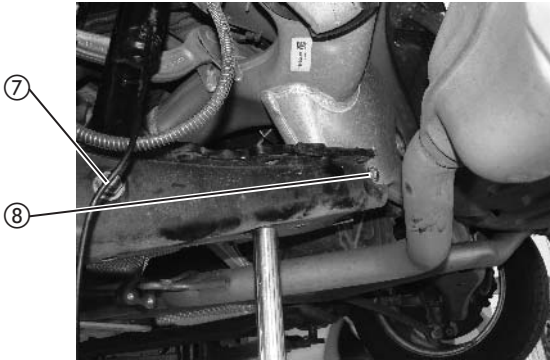
Only fully tighten all movable, suspension related screw connections in ready-to-drive-condition observing the car-manufacturer's specifications and tightening torques.

- Renew self locking nuts.

- Check the required length of the new strut.



- Fit the new strut upwards and position the 3 upper nuts.
- Assemble the suspension strut to the bottom track control arm ⑦.



- Take the bottom track control arm into previous position and assemble the inner fixture ⑧.
- Fix cable into designated position.
- Insert electric plug of the strut being fitted ⑨.



- Assemble the inner fender ⑩.
- Mount wheel.
- Screw on pressure line (torque to 5 Nm).



Check O-ring – replace if necessary.

- Lower the vehicle until wheels encounter the floor slightly.



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

- Start the engine. Operate the raising function of the electronics and wait at least for 2 minutes ⑪.

⑪



- Lower the vehicle until approx. 400 mm (axle centre – lower edge of the fender) from the car hoist.



- Only lower completely when the vehicle raises of its own accord.
- Check air suspension system for leaks.
- Fix the c-pillar cover panel.
- Reinsert the loudspeaker cover into the hat rack.
- Fully tighten screws loosed during the work in ready-to-drive-condition in accordance with car-manufacturer's specifications.

### Note:

Manufacturer shall not be liable for any injury, loss or damage resulting from any improper alteration, disassembly, handling, installation, service, repair or use of this product, including but not limited to the failure to follow the foregoing instructions.

Improper alteration, disassembly, handling, installation, service, repair or use of this product will void the product warranty.