

# 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 front struts

- Set steering straight ahead.



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

- 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.*

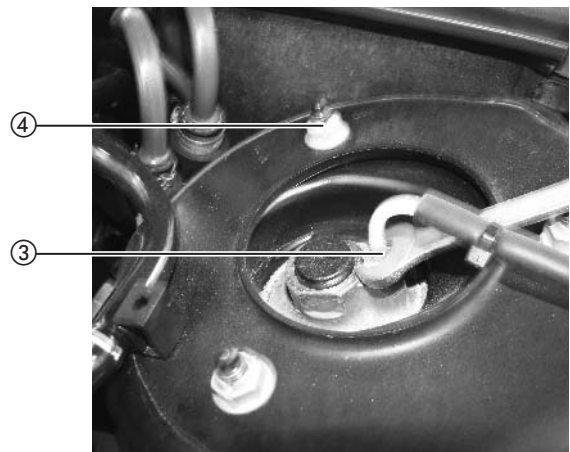
- Remove wheel.
- Disassemble the level control sensor rod ①.



- Disconnect electric plug of the strut being dismantled ②.
- Open the cable strap and remove cable bracket.
- Unscrew pressure line connection at the strut ③.



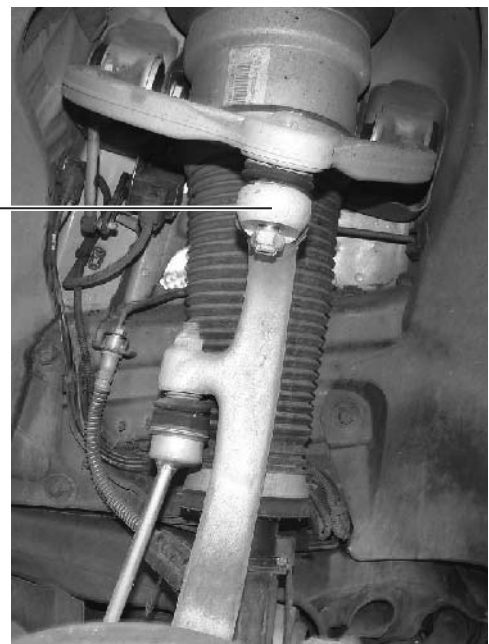
*Air pressure!  
Loosen slowly and allow air to escape.*



- Seal off line with plugs.
- Remove the 3 nuts on the strut dome ④.
- Detach ball joint of the upper track control arm ⑤.



*Use suitable tools.*



- Unscrew bolted connection at the bottom of the spring strut (Torx E10) ⑥.
- Detach the spring strut from the bottom track control arm using suitable tool ⑦.



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

## Installing the front struts



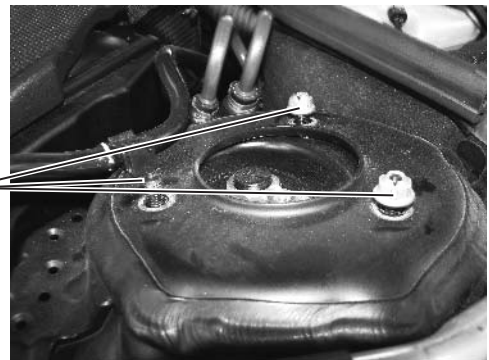
*Only fully tighten all movable, suspension related screw connections in ready-to-drive-condition observing the manufacturer's specifications and tightening torques.*

- Renew self-locking nuts.
- Renew cable straps.

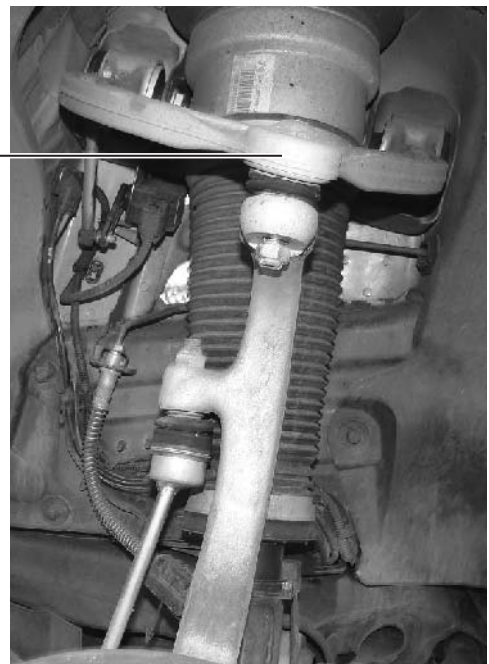
- Check the required length of the new strut.



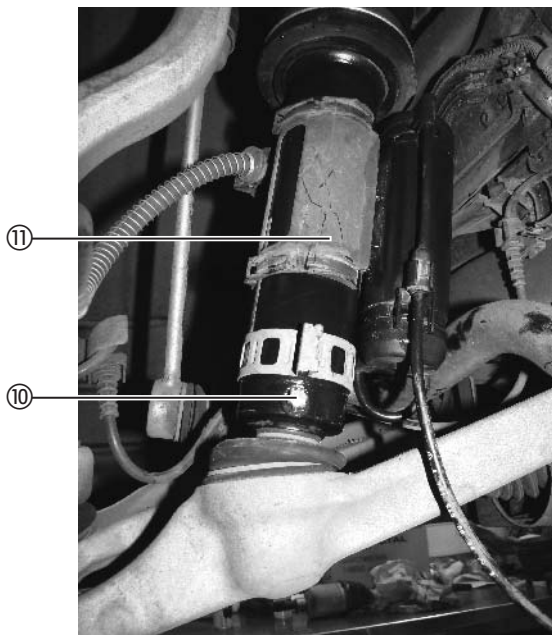
- Fit new strut upwards and position the 3 upper nuts ⑧.



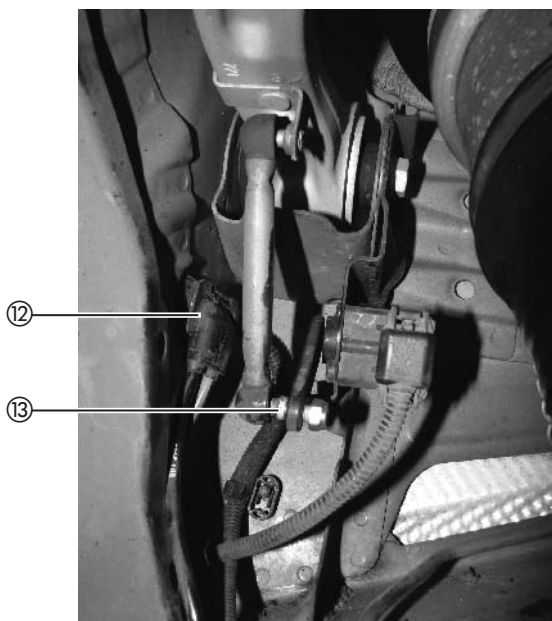
- Assemble the ball joint of the upper track control arm ⑨.



- Lock strut to the bottom track control arm and tighten screw (torque to 20 Nm) ⑩.



- Secure cable bracket to the strut using new cable straps ⑪.
- Lock cable and hose into designated position.
- Insert electric plug of the strut being fitted ⑫.
- Assemble the level control sensor rod ⑬.



- Mount the wheel.
- Screw on pressure line (torque to 5 Nm).



*Check the 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 ⑭.



- 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.
- Fully tighten screws loosed during the work in ready-to-drive-condition in accordance with the car-manufacturer's specifications.
- A following front end alignment is required.

**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.*