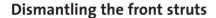
Fitting Information Mercedes E-Class W211 AIRmatic (not ABC)

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.



■ Set steering to straight ahead.



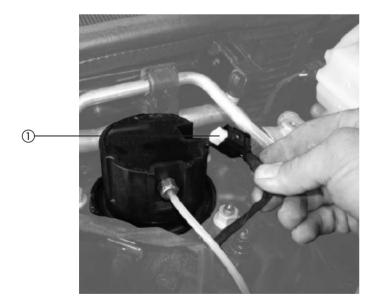
The ignition must remain switched off during the work on the air spring module.

■ Raise vehicle.

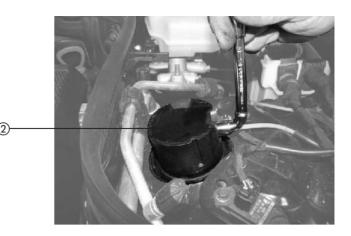


Use the lifting platform (hoist) holding points prescribed by the vehicle manufacturer.

Vehicle slippage can cause danger to life and limb.



■ Remove top plug connection ①.

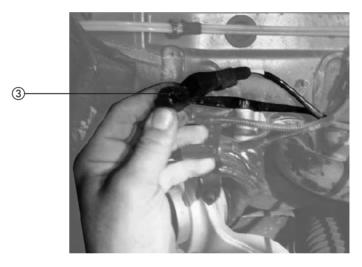


■ Screw off pressure line union on strut ②.



Air pressure! Loosen slowly and allow air to escape.

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

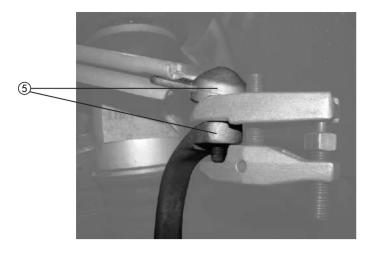


■ Remove plug (shock absorber valve) of the strut being dismantled ③.

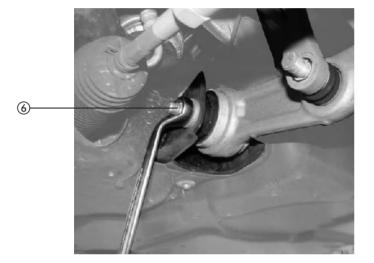


■ Dismantle level sensor linkage ④.

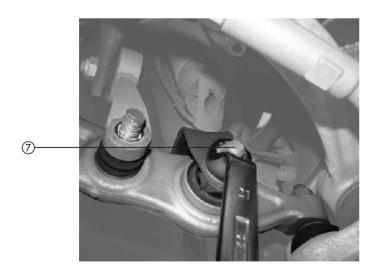




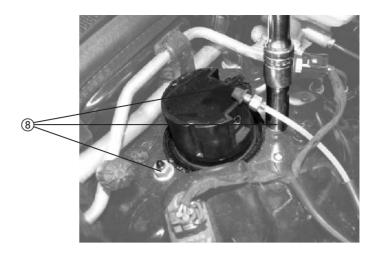
- Loosen the support link of the upper track control arm and press off using suitable tools ⑤.
- Dismantle stabilizer.



■ Loosen the inner fixture of the bottom track control arm (6).



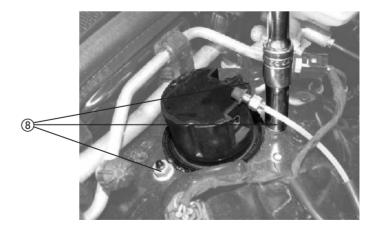
■ Remove the strut bottom fixing fork ⑦.



- 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

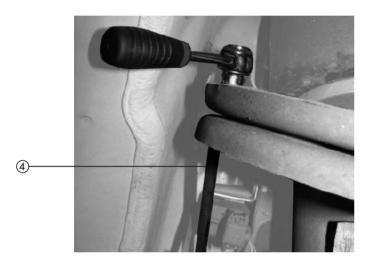
- Check struts prior to fitting: the shock absorber tube should have no side play and it must be possible to feel the fully inflated air-bellow beneath the dust cover. Otherwise, the struts are defective and must not be fitted.
- Renew self-locking nuts.
- Only fully tighten all movable, suspension related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



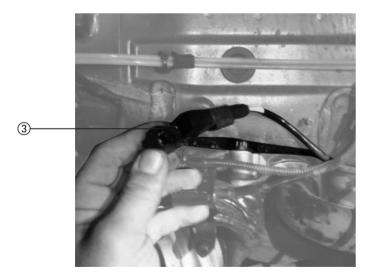
■ Fit new strut upwards and position the upper nuts ⑧.



- Assemble strut fork on the bottom track control arm (7).
- Assemble stabilizer.
- Assemble support link of the upper track control arm.

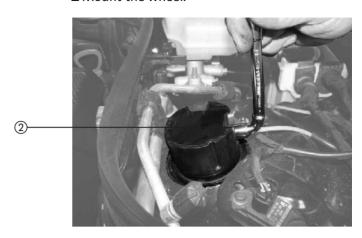


■ Assemble level sensor linkage ④.



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

- Assemble inner fender.
- Mount the wheel.



■ 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.



- 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 loosed during the work in ready-to-drive condition in accordance with the manufacturer's specifications.