

GB Fitting information Mercedes E-class (wagon) W211 with level control system (not Airmatic)

General information:

- Do not store air springs below -15°C or above 50°C.
- Disassembly and installation are only to be performed by fully qualified personnel at a specialist garage.
- **Car manufacturer special tools and equipment is required!**

- Depressurized air spring mustn't be exposed to mechanical pressure.
- 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 instructions or in a different sequence.

Dismantling the rear air spring



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

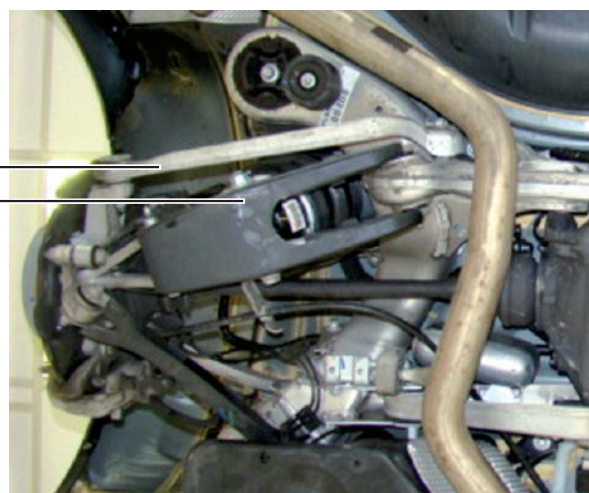
If you choose to install any BILSTEIN product without the necessary special tools, expertise or chassis hoist, you may subject yourself to the risk of serious bodily injury or death.

- Remove wheels.
- Deflate air spring completely by using diagnostic software.
- Disconnect air line of the air spring being dismantled from the distributor (axle centre) ①.



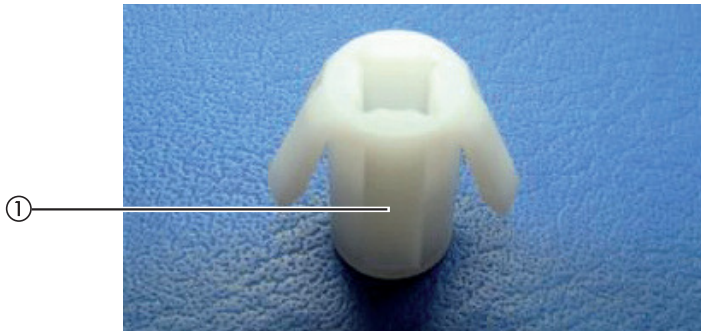
- Seal off line with plugs.
- Disconnect electric plug of air spring.
- Dismantle air spring from track control arm ②.
- Dismantle tie rod ③.

- Pull off air spring module from upper holder clip.
- Push down track control arm.
- Remove air spring.



Installing the rear air spring

- 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.
- Do not twist air spring when installing.
- Ensure that the dust cover is seated correctly at the air spring.
- Install new upper holder clip on the pin at the vehicle pan and tight it up full ①.



- Remove air line from used air spring.
- Unscrew pressure line connection of the new air spring.



Don't remove plastic plug first.

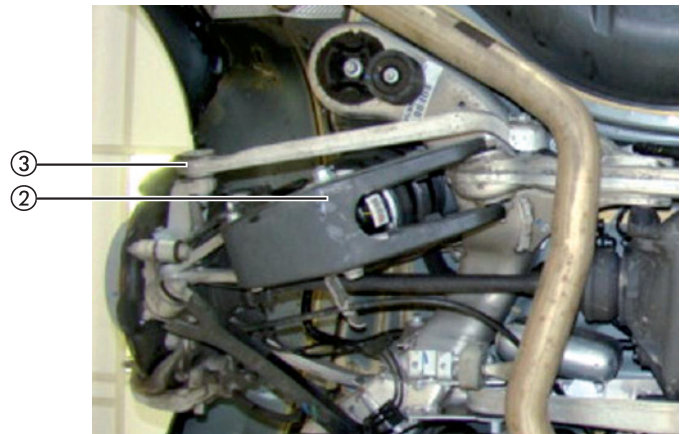
- Replace used parts of the pressure line connection with new parts. Pay attention to the correct position of the tapered ring (the cone must go with the pressure line).



- Fit air line to the top of the air spring (torque to 2 Nm).
- Fix new upper holder clip on the pin at the vehicle pan.
- Fit air spring and make sure that it locks on the spring clip.



- Connect air spring to track control arm, don't tighten fully screw connection ②.
- Fix tie rod ③.



- Fit electric plug at the top of the air spring.
- Fit air line at distributor (axle centre).
- Pressurize air spring to 0,5bar (7,3PSI).
- Level air spring and track control arm (outer rate 36mm, inner rate 19mm).



- Pressurize air spring to 2bar (29PSI).
- Fit wheel.
- Lower vehicle up to standard vehicle height from the lifting platform.



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

- Pressurize air spring to 5bar (72PSI).
- Check air suspension system for leaks.
- Lower vehicle with pressurized air spring modules from the lifting platform.
- Fully tighten screws loosened during the work in ready-to-drive condition in accordance with the car manufacturer's specifications.

Note:

BILSTEIN accepts no liability whatsoever for damage to the vehicle or parts caused by improper replacement. Any modifications at the air spring will automatically cause the guarantee to terminate immediately.

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