

Modification notes

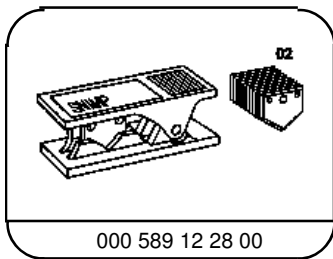
9.7.02	Value changed from 5 Nm to 2 Nm	Figure revised to BA32.25-P-1003-04B on model 211 Airmatic	*BA32.25-P-1003-04B
9.7.02	Value changed from 5 Nm to 2 Nm	Value changed in BA32.25-P-1006-04B for model 211 Airmatic	*BA32.25-P-1006-04B

Struts

Number	Designation	Model 211 Airmatic	Models 220.025/026/028/063/065/067/070/073/074/075/125/126/128/163/165/167/170/173/174/175/176/178/179/	Models 220.083/084/087/183/184/187
BA32.25-P-1003-04B	Air suspension pressure line to front suspension strut	Nm 2	5	5
BA32.25-P-1006-04B	Air suspension pressure line to rear air spring	Nm 2	5	5

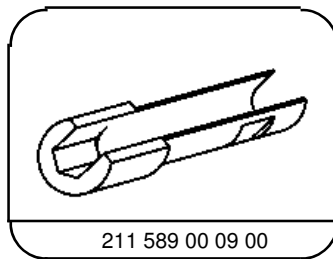
Struts

Number	Designation	Model 220 with code Z07	Model 220.875/878
BA32.25-P-1002-04C	Air suspension pressure line to front suspension strut	Nm 5	5
BA32.25-P-1005-04C	Pressure line, air suspension to rear strut	Nm 5	5



000 589 12 28 00

Hose cutter



211 589 00 09 00

Wrench socket

Repair materials

Number	Designation	Order number
BR00.45-Z-1002-03A	Leak detection spray	Christof Fischer GmbH, Augsburger Str. 289-293, 70327 Stuttgart Germany Tel. +49 711 30502-0 Fax +49 711 30502-10 www.kaeltefischer.de

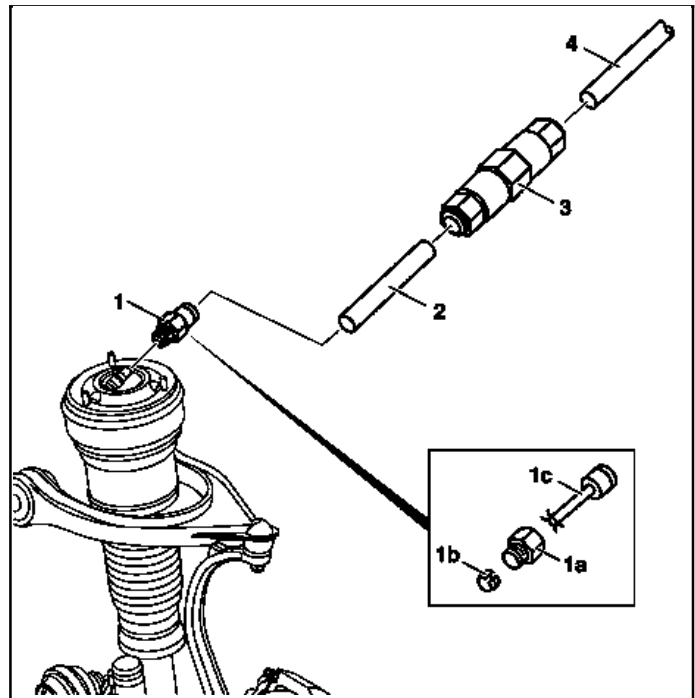
i In the event of damage to compressed-air terminals (1a) and pressure lines (4) a compressed-air connector (3) or a repair screwed connection (1) can be mounted.

! Ensure that the repair is carried out carefully in order to avoid further leaks.

1 Undo compressed-air terminal (1a) from affected component (e.g. suspension strut) and cut pressure line (4) to suitable length using the **S** knife.

! Special care must be taken to ensure that the cut is exactly at right angles to the pressure line (4).

2 Insert the truncated pressure line (4) up to the stop or 19.5 mm into the pressure line connector (3).



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3 Cut the repair line (2) so as to obtain the original length and shape (straight end or 90° arc) of the line.

! Do not kink repair line (2). When cutting off the repair line (2) take into account the insertion depths in the repair screwed connection (1) and pressure line connector (3).

i Repair lines (2) supplied from through the spare parts channels, each repair (2), with one straight and one bent end.

4 Insert the repair line (2) up to the stop or to a depth of 19.5 mm in the pressure line connector (3).

5 Screw the repair bolted connection (1) into the component in question.

6 Pull plastic guard (1c) out of repair connection (1).

7 Insert the repair line (2) into the repair bolted connection (1) up to the stop or to a depth of 19.5 mm.

i If necessary mark the repair line (2) at 19.5 mm with a felt-tip pen beforehand.

i After insertion pull back the pressure line (4) slightly so that the circumferential retaining edges inside the clamping ring (1b) engage in the outer surface of the line.

! When pulling in or routing the pressure line (4) make sure that the pressure line (4) cannot be twisted once fastened. The pressure line connectors (3) should be attached with cable ties at a suitable point on the vehicle so that chafing of the pressure line (4) or noise are prevented.

! If bubbles form at the repair point after a leak test with leak detector spray, it must be checked whether the pressure line (4) is inserted as far as the stop. If bubbles continue to form nevertheless, then the pressure line connector (3) may be defective and a new pressure line connector (3) or a new repair bolted connection (1) should be used.