

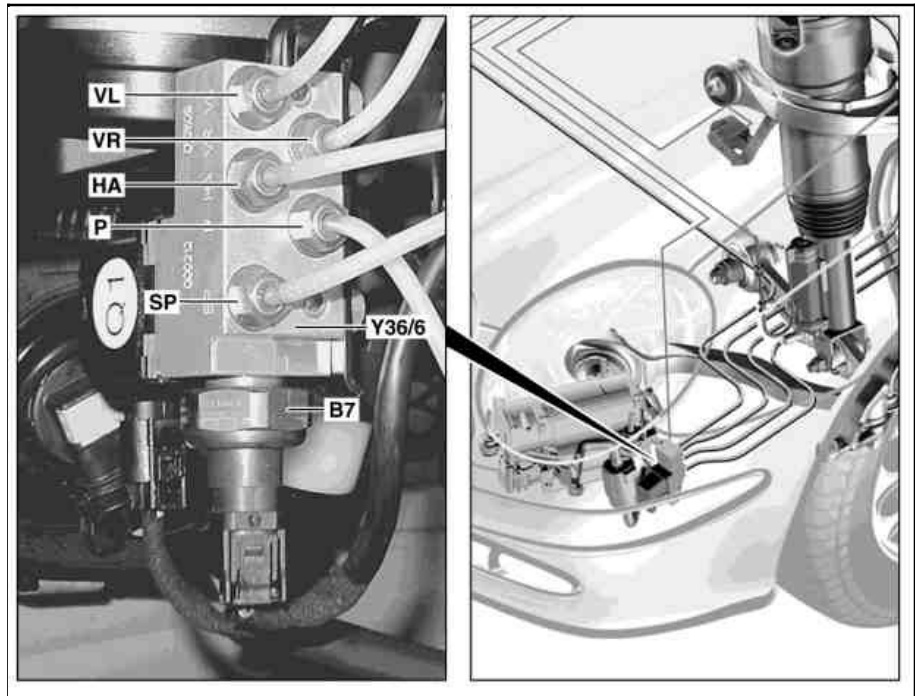
P32.22-2159-09

**Shown on model 211.0**

5	Rear axle shock absorber	A9/1	AIRmatic compressor unit	Y53	Left rear axle damping valve unit
40	Air suspension strut	Y51	Left front axle damping valve unit	Y54	Right rear axle damping valve unit
41	Air spring	Y52	Right front axle damping valve unit		
42	AIRmatic central reservoir				
41p	Additional volume reservoir				

**Shown on model 211.0**

RA	Pressure line from valve unit to rear axle
P	Pressure line from valve unit to AIRmatic compressor unit
SP	Pressure line from valve unit to central reservoir
FL	Pressure line from valve unit to left front air suspension strut
FR	Pressure line from valve unit to right front air suspension strut
B7	AIRmatic pressure sensor
Y36/6	AIRmatic central reservoir charge valve



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**Notes**

The following points must be observed when working on the AIRmatic:

- Air springs (41) must not be twisted, as this can lead to wrinkle formation in the air spring bellows and therefore can lead to its destruction.

- The components or the complete system must not be emptied by unscrewing the pressure lines. Before removal, depressurize AIRmatic components (air suspension struts, air springs, damping valve units, main memory) using STAR DIAGNOSIS. Empty the rear air springs (41) completely, empty the complete system if necessary.
  - Dirty pressure line connections must be cleaned before unscrewing. Do not use any cleaning or solvent agent, as this can damage the pressure lines. Seal pressure lines as well as connections on the components with blind plugs.
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- The connector hoses of the air springs (41) to the additional volume reservoirs (41p) must not be detached as this can lead to leaks. This is why it is necessary to remove the rear axle for the removal of the air suspensions (41). The folds in the protective boots of the air springs (41) must be formed correctly and must not have any dents (intrusions) as when driving the air spring bellows can rub on them and this leads to premature failure of the air springs (41).
- When filling the air suspensions (41) observe the filling process.

- Only use flare nut wrenches or special tools to unscrew the pressure lines.
  - Air suspension struts (40) and air springs (41) which have been removed or are not bolted securely must not be filled with compressed air and must not be pushed together.
  - If the vehicle is idle for a longer time position the wheels straight ahead as any pressure loss occurring in the system for lowering the vehicle and can lead to the body bottoming on the wheels as a result.
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- Between installing the air suspension struts (40) or the air springs (41) and filling the system the air suspension struts (40) or air spring (41) must not be loaded (no spring movement).
- Before driving onto washer systems, pits and lifting platforms or roads with severe irregularities "increased vehicle level" must be adjusted at the button for vehicle level.