| | | | |
|---|---|---|---|
| AR32.22-P-2001-02SX | Repairing AIRmatic pressure line connection | | |

**MODEL 212.0/1, 218**
**with CODE 488 (Steel/air suspension)**
**with CODE 489 (AIRMATIC (air suspension with continuous damper adjustment))**
**MODEL 212.2**
**MODEL 216, 221.0/1**
**MODEL 222**
**without CODE 487 (Active Body Control (ABC))**

Nm **Air suspension**

| Number | Designation | | MODEL 212 | MODEL 218 |
|---|---|---|---|---|
| BA32.22-P-1007-03E | Pressure line to compressor/valve unit | Nm | 3,5 ( ±0,5) | 3,5 ( ±0,5) |

Nm **Air suspension**

| Number | Designation | | MODEL 212 | MODEL 218 |
|---|---|---|---|---|
| BA32.22-P-1008-03E | Pressure line, pressure reservoir to pressure reservoir | Nm | 5 (+0,5) | 5 (+0,5) |

Nm **Air suspension**

| Number | Designation | | MODEL 212 | MODEL 218 |
|---|---|---|---|---|
| BA32.22-P-1011-03E | Pressure line to front suspension strut/valve unit | Nm | 2 (+0,5) | 2 (+0,5) |

Nm **Air suspension**

| Number | Designation | | MODEL 212 | MODEL 218 |
|---|---|---|---|---|
| BA32.22-P-1009-03E | Pressure line, pressure reservoir to valve unit | Nm | 2 (+0,5) | 2 (+0,5) |

Nm **Suspension struts**

| Number | Designation | | MODEL 216 with 4MATIC | Model 221 with code Z07/Z07+Z19 |
|---|---|---|---|---|
| BA32.25-P-1003-04L | Air suspension pressure line to suspension strut | Nm | 5 | 5 |

Nm **Suspension struts**

| Number | Designation | | MODEL 221 with 4MATIC | MODEL 221 except 4MATIC and except code 487, Z07, Z19 |
|---|---|---|---|---|
| BA32.25-P-1003-04L | Air suspension pressure line to suspension strut | Nm | 5 | 5 |

Nm **Air suspension**

| Number | Designation | | MODEL 222 |
|---|---|---|---|
| BA32.22-P-1006-03F | Pressure line to compressor/valve block | Nm | 3,5 |

Nm **Air suspension**

| Number | Designation | | MODEL 212 | MODEL 218 |
|---|---|---|---|---|
| BA32.22-P-1010-03E | Pressure line to air suspension/valve unit | Nm | 2 (+0,5) | 2 (+0,5) |

Nm **Air suspension**

| Number | Designation | | MODEL 222 |
|---|---|---|---|
| BA32.22-P-1007-03F | Pressure line to pressure reservoir | Nm | 5 |

Nm **Air suspension**

| Number | Designation | | MODEL 216 | MODEL 221 |
|---|---|---|---|---|
| BA32.22-P-1006-03D | Air suspension pressure line to valve unit | Nm | 3 | 3 |

Nm **Suspension struts**

| Number | Designation | | MODEL 216 with 4MATIC | Model 221 with code Z07/Z07+Z19 |
|---|---|---|---|---|
| BA32.25-P-1006-04L | Air suspension pressure line to rear air spring | Nm | 5 | 5 |

Nm **Suspension struts**

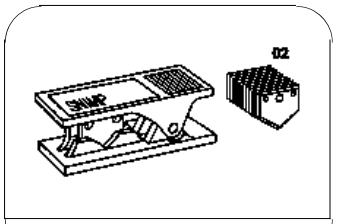
| Number | Designation | | MODEL 221 with 4MATIC | MODEL 221 except 4MATIC and except code 487, Z07, Z19 |
|---|---|---|---|---|
| BA32.25-P-1006-04L | Air suspension pressure line to rear air spring | Nm | 5 | 5 |

Nm **Air suspension**

| Number | Designation | | MODEL 216 | MODEL 221 |
|---|---|---|---|---|
| BA32.22-P-1002-03D | Air suspension pressure line to pressure reservoir | Nm | 5 | 5 |

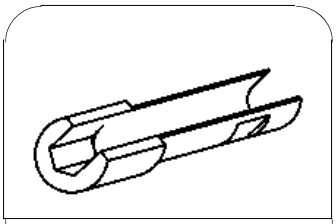
Nm **Air suspension**

| Number | Designation | | MODEL 216 | MODEL 221 |
|---|---|---|---|---|
| BA32.22-P-1004-03D | Air suspension, pressure line to compressor | Nm | 5 | 5 |




000 589 12 28 00

Knife



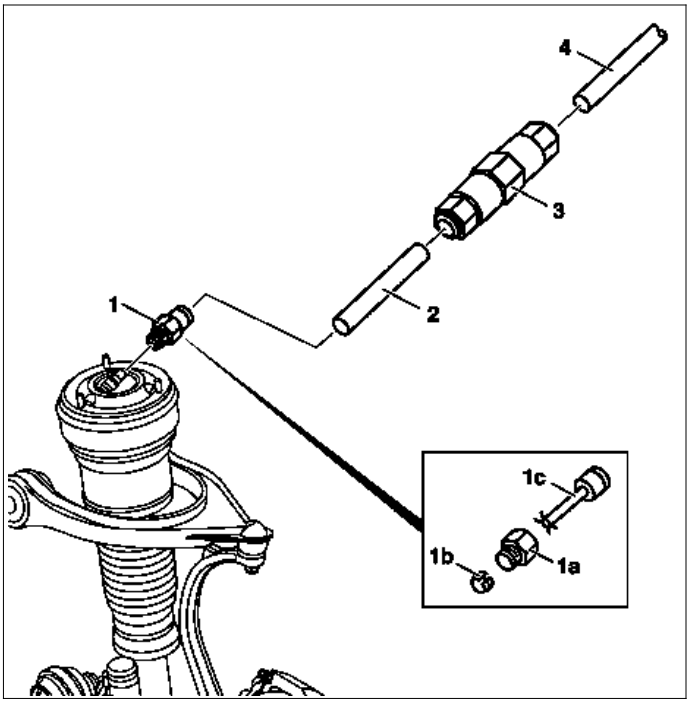
211 589 00 09 00

Socket wrench bit

**Repair materials**

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

| | | |
|---|---|---|
| BR00.45-Z-1004-03A | Leakage detection spray for USA | LIQUI MOLY<br>Gary Boyd<br>1820 Clark Avenue<br>Long Beach, CA 90815<br>USA<br>Phone +1 562 5975519<br>Fax: +1 562 5975269<br>www.liqui-moly.com |




P32.22-2058-12

*1 Repair threaded connection*
*2 Repair line*
*3 Pressure line connector*
*4 Pressure line*
*1a Pressure line connection*
*1b Clamping ring*
*1c Plastic protector*

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.

Make sure that the repair work is performed carefully.
In order to prevent further leaks.

1 Unscrew pressure line connection (1a) from component concerned (e.g. suspension strut) using socket wrench bit and cut off pressure line (4) to suitable length using knife

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

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

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 the 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). 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).

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

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.

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

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.