

**MODEL 212**

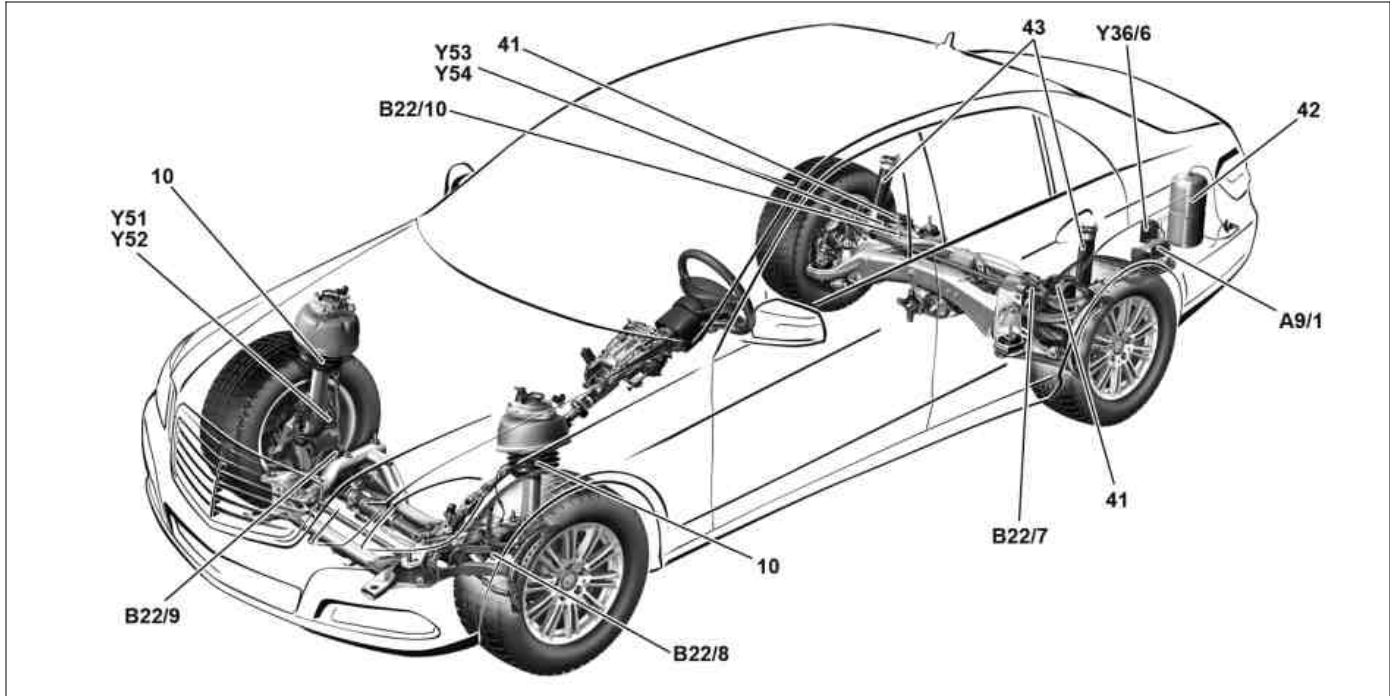
with CODE 488 (Steel/air suspension)

with CODE 489 (AIRMATIC (air suspension with continuous damper adjustment))

MODEL 218

with CODE 488 (Steel/air suspension)

with CODE 489 (AIRMATIC (air suspension with continuous damper adjustment))



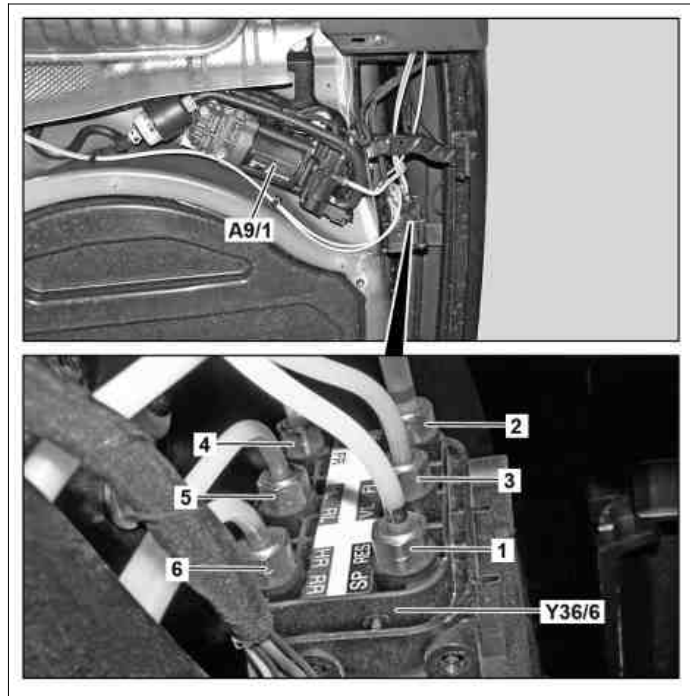
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Shown on model 212 with code (489) AIRMATIC (air suspension with continuous damper adjustment)

10	<i>Air suspension strut</i>	B22/7	<i>Left rear level sensor</i>	Y51	<i>Left front axle damping valve unit</i>
41	<i>Air spring</i>	B22/8	<i>Left front level sensor</i>	Y52	<i>Right front axle damping valve unit</i>
42	<i>Central reservoir (pressure reservoir)</i>	B22/9	<i>Right front level sensor</i>	Y53	<i>Left rear axle damping valve unit</i>
43	<i>Rear axle shock absorber</i>	B22/10	<i>Right rear level sensor</i>	Y54	<i>Right rear axle damping valve unit</i>
A9/1	<i>AIRMATIC compressor</i>	Y36/6	<i>AIRMATIC valve unit</i>		

Pressure line connections

- 1 To central reservoir (black)
- 2 To AIRMATIC compressor unit (brown)
- 3 To left front suspension strut (green)
- 4 To right front suspension strut (yellow)
- 5 To left rear suspension strut (blue)
- 6 To right rear suspension strut (red)
- A9/1 AIRMATIC compressor
- Y36/6 AIRMATIC valve unit



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Notes

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

- The components or the complete system must **not** be emptied by unscrewing the pressure lines. Use Star Diagnosis to depressurize AIRmatic components (air suspension struts (10), air springs (41), damping valve units (Y51, Y52, Y53, Y54), central reservoir (42)) before removal. Empty rear air springs (41) completely; if necessary, empty complete system.
- Soiled pressure line connections must be cleaned before unscrewing. Do not use any cleaning agents or solvents, as they can damage the pressure lines. Seal pressure lines and pressure line connections on the components using blind plugs.
- The folds in the protective boots of the air springs (41) must be properly formed and reveal no dents (intrusions), since during travel the air spring bellows could rub on them and cause premature failure of the air springs (41).
- When filling the air springs (41) observe the proper filling procedure.
- Air springs (41) must not be twisted, as this can lead to wrinkle formation in the air spring bellows and cause irreparable damage.
- Only use flare nut wrenches or special tools to unscrew the pressure lines.
- Air suspension struts (10) and air springs (41) which have been removed or that are not firmly bolted 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 in the system may cause the vehicle to sink and the body will rest on the wheels.
- Between installing the air suspension struts (10) or the air springs (41) and filling the system, do not place any load upon the air suspension struts (10) or air spring (41) (there must be no spring movement).
- Before driving into washing facilities systems, onto pits and lifting platforms or over very rough road surfaces, the vehicle level button must first be set to "raised".