

AR32.22-P-2001-02GZ	Repairing AIRmatic pressure line connection		
	Notes on safety-relevant components		AH00.00-Z-0019-01A

**Model 164, 166**  
with code 489 (AIRMATIC)

**Model 292**  
with code 489 (AIRMATIC)

### Modification notes

29.04.2020	Air suspension pressure line to suspension strut		BA32.22-P-1005-03B
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#### Air suspension

Number	Designation		Model 164.1/8 with code 489 (AIRMATIC)	Model 166
BA32.22-P-1001-03B	Air suspension pressure line to rear air suspension bellows	Nm	2	2

#### Air suspension

Number	Designation		Model 292
BA32.22-P-1001-03B	Air suspension pressure line to rear air suspension bellows	Nm	2

#### Air suspension

Number	Designation		Model 164.1/8 with code 489 (AIRMATIC)	Model 166
BA32.22-P-1003-03B	Pressure line, air suspension to compressor	Nm	3,5	3,5

#### Air suspension

Number	Designation		Model 292
BA32.22-P-1003-03B	Pressure line, air suspension to compressor	Nm	3,5

#### Air suspension

Number	Designation		Model 164.1/8 with code 489 (AIRMATIC)	Model 166
BA32.22-P-1004-03B	Pressure line of air suspension to valveØ 4 mm unit	Nm	2	2
	Ø 6 mm	Nm	3,5	3,5

#### Air suspension

Number	Designation		Model 292
BA32.22-P-1004-03B	Pressure line of air suspension to valveØ 4 mm unit	Nm	2
	Ø 6 mm	Nm	3,5

#### Air suspension

Number	Designation		Model 164.1/8 with code 489 (AIRMATIC)	Model 166

BA32.22-P-1005-03B	Air suspension pressure line at suspension strut at front	Nm	2	2
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**Nm** Air suspension

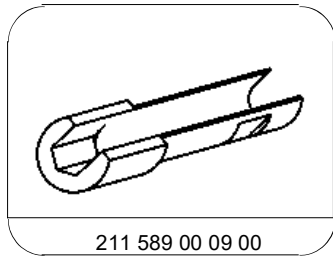
Number	Designation		Model 292
BA32.22-P-1005-03B	Air suspension pressure line at suspension strut at front	Nm	2

**Nm** Air suspension

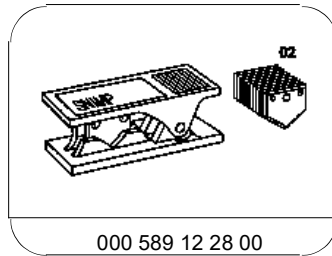
Number	Designation		Model 164.1/8 with code 489 (AIRMATIC)	Model 166
BA32.22-P-1009-03B	Pressure line of air suspension to central reservoir	Nm	-	5

**Nm** Air suspension

Number	Designation		Model 292
BA32.22-P-1009-03B	Pressure line of air suspension to central reservoir	Nm	5



Socket wrench bit



Knife

⚠ The pressure line (4) and repair line (2) may not be kinked. Otherwise, the pressure line (4) and the repair line may be damaged (2).

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

ℹ The Replacement Parts Unit supplies a repair line (2) with a straight and a curved section.

1 Remove compressed-air line connection (1a) using the socket from the affected component (e.g. suspension strut).

2 Cut pressure line (4) using an isolating blade to a suitable length.

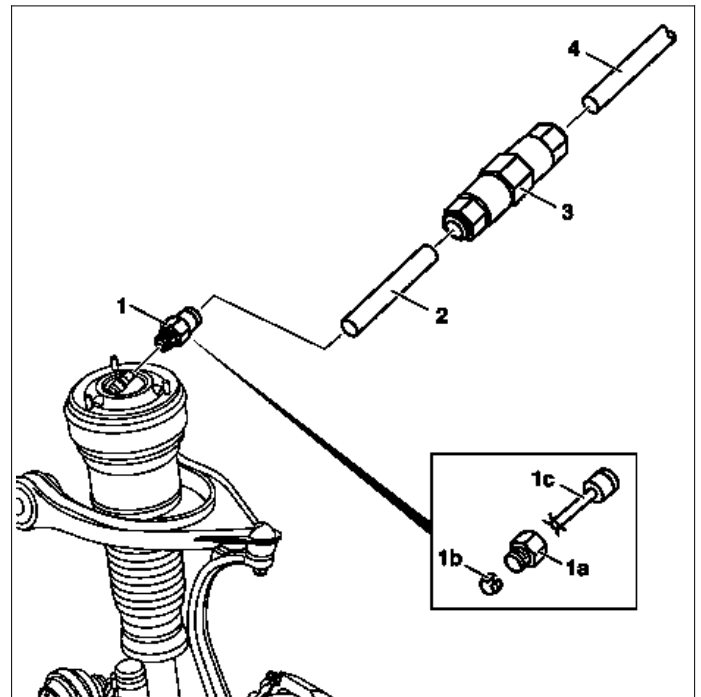
⚠ Special care must be taken to ensure that the cut is exactly at right angles to the pressure line (4). Otherwise the pressure line (4) may suffer more leaks.

3 Plug in cut off pressure line (4) up to end stop or at least 19.5 mm into pressure line connector (3).

ℹ If necessary mark the pressure line (4) at 19.5 mm with a felt-tip pen beforehand.

4 Pull back pressure line (4) slightly, to enable the surrounding retaining edges inside the clamping ring (1b) to engage in the outer surface of the pressure line (4).

5 Cut repair line (2) so that the original length and form (straight end or 90° curved section) of the pressure line (4) to be repaired is reached again.



P32.22-2058-12

ⓘ When cutting off the repair line (2) take into account the insertion depths in the repair screwed connection (1) and pressure line connector (3).  
Leaks can occur otherwise.

ⓘ Special care must be taken to ensure that the cut is exactly at right angles to the repair line (2).  
Otherwise renewed leaks may occur.

6 Plug repair line (2) all way on up to end stop or insert at least 19.5 mm into the pressure line connector (3).

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

7 Pull back repair line (2) slightly, to enable the surrounding retaining edges inside the clamping ring (1b) to engage in the outer surface of the repair line (2).

8 Screw repair threaded connection (1) into affected component.  $\boxed{\text{Nm}}$   $\boxed{\text{Nm}}$  Model 164, 166 with code 489 (AIRMATIC)  
Model 292 with code 489 (AIRMATIC)  $\boxed{\text{Nm}}$   $\boxed{\text{Nm}}$   $\boxed{\text{Nm}}$

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

10 Insert the repair line (2) into the repair bolted connection (1) up to the end stop or insert at least to 19.5 mm into the repair threaded connection.

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

11 Pull back repair line (2) slightly, to enable the surrounding retaining edges inside the clamping ring (1b) to engage in the outer surface of the repair line (2).

12 Route pressure line (4) on vehicle.

ⓘ When pulling in or routing the line it should be noted that, after fastening, the lines cannot be twisted anymore.

13 Fasten pressure line connector (3) using cable tie to suitable position on the vehicle.

ⓘ To avoid any chafing or noise generation.

#### Leak test after filling AIRmatic

14 Check repair point using leakage spray for leaktightness.

ⓘ Wait for approximately 10 to 15 minutes after spraying the leakage detection spray. This allows smaller leaks to be detected (bubbles form). Larger leaks are visible immediately.

ⓘ If, despite a properly mounted pressure line (4) or repair line (2) blistering continue to form, then the pressure line connector (3) or the repair threaded connection (1) may be faulty.

In the event of leakage



Check whether the pressure line (4) or the repair line (2) is plugged in up to the end stop.

If blistering occurs again



Replace pressure line connector (3) or repair threaded connection (1).