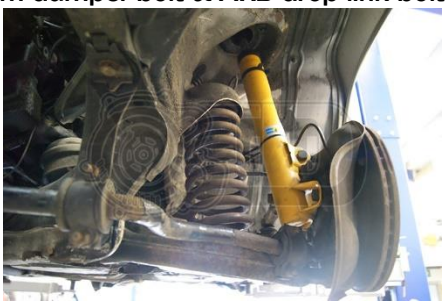
AIR BY OnlyChargedDubs

OCD Mercedes W201/W124
Air Suspension Installation Guide

- With the full vehicle correctly supported, look to establish the components of the OE front suspension set up. We will be removing the OE LCA (lower control arm), coil spring & anti roll bar.
- On the OE rear suspension we will be removing the OE LCA & coil spring, while disconnecting the bottom damper bolt & ARB drop link bolt.



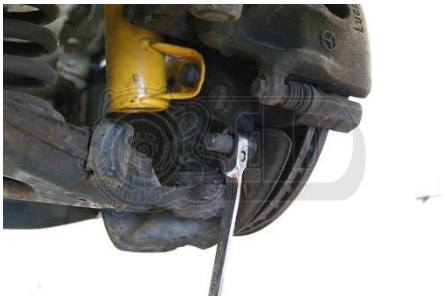

- Some special tools you may require are a 5/16 Imperial Allen Key socket & rivnut setter.

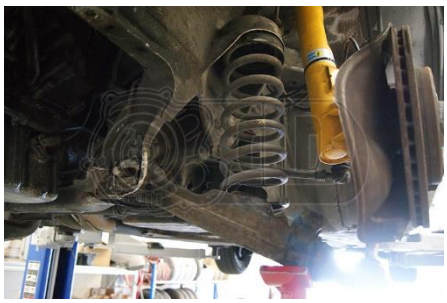

<u>Front Suspension Swap</u>

- With your full front kit laid out look to build up some of the bag components.
- Fit the PTC air port in to the air bags.
- Mount the upper top hat to the front air bags.

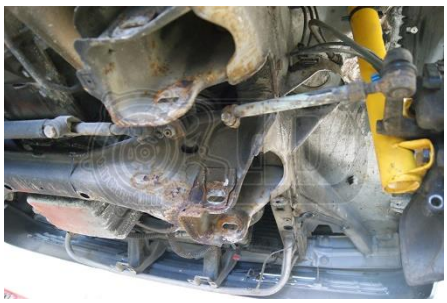


- On the front suspension remove the steering lock bump stop from under the brake caliper, remove the anti roll bar end bush brackets, support under the ball joint and remove the pinch bolt. Now remove the ball joint and lower your chosen support. This will allow you to remove the coil spring.



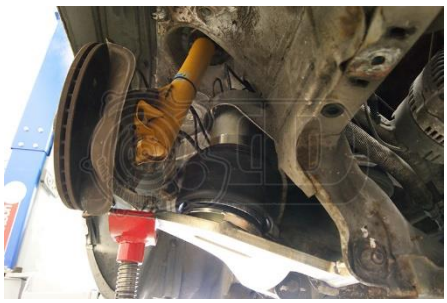
- Now carry on by loosening and removing the inner LCA bolts. We have found these can be common for seizing/rusting solid. You may need some heat and persuasion to remove these.
  It might also be worth looking to purchase new bolts & nuts before starting.
- With the OE LCA fully removed, you can now line up the OCD LCA, first re-fitting the inner bolts then mounting up the ball joint and re-fitting the pinch bolt.



- Now feed the air line through the hole in the upper coil spring mount on the vehicle body. Fit the air bag up to the car body, feed the air line into the air bag top hat and position the air bag and top hat up into the coil spring cup on the body.


- Support the LCA and lift this up to meet the bottom of the air bag, now allowing you to fix the LCA to the bottom air bag bolt holes.




- Now you can remove the anti roll bar bracket bolts holding the ARB to the vehicle chassis legs.
- This is the front suspension set up complete.

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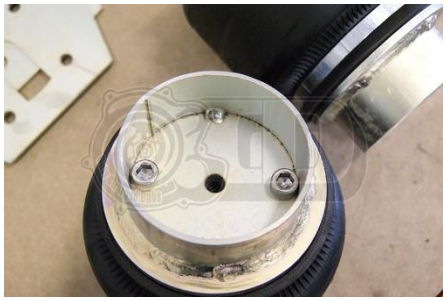
Rear Suspension Swap

- With your full rear kit laid out look to build up some of the bag components.
- Fit the PTC air port in to the air bags.
- Mount the upper top hat to the rear air bags.

- Mount the threaded rod into the centre hole of the air bag. This top hat and threaded rod are to mounted on the bottom of the air bag, opposite end to the air port.



- Now you can look to remove the OE LCA of the rear suspension, to do this you need to remove bolts for the anti roll bar drop link, bottom damper mount and the LCA bolts that mount to the bottom of the hub and the hinge point on the rear subframe. Once these are removed the LCA will full remove from the vehicle.



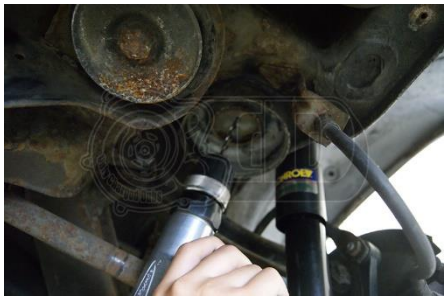


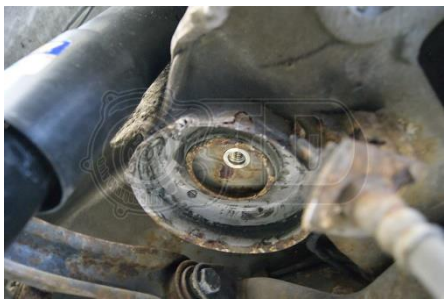
- With the OE LCA removed you can see the 4 holes in the arm that we are going to add the rivnut threads in to. For the UK kits we are using M8 rivnuts and the 4 holes need drilling out slightly to allow the rivnuts to mount in. Ideally an 11mm drill bit is needed.




- We used a riv nut setting tool to allow a reliable fixing of the riv nuts. These can be found easily from eBay or quality tool shops. Alternatively an M8 bolt through a spacer and bit of plate then the rivnut threaded on will allow you to set the M8 rivnuts.

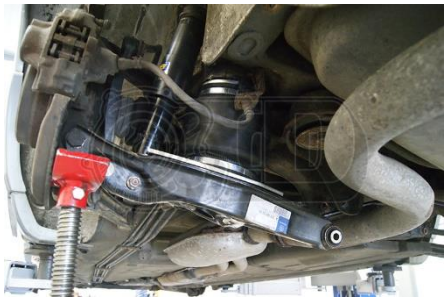
- Once the rivnuts are set the LCA is now complete. Moving back to the vehicle you need to mark and drill the centre of the upper coil spring cup and drill a hole to allow the 3/8 UNC rivnut's to be fitted. This requires either a 3/8 or 14mm drill bit. The UNC rivnut can then be set with the riv nut tool provided.





- The rear air bag can now be wound on to the vehicle, the threaded rod mounting into the rivnut set in the body and the cup will wind up tight to the spring cup.
- Mount the lower plate onto the air bag with the 'slot' for the air fitting towards the inside of the vehicle.

- Now re-install the OE LCA, with the M8 button head bolts positioned in the lower plate you can look to loosely wind them into the rivnuts earlier set into the LCA. We have found that supporting the LCA and forcing it up at the hub end allows access to the botton head bolts easier for tightening up. A wobble allen key or low access allen socket is best for tightening these fully.

- Now feed the air line through the centre of the LCA and re-fit all the bolts earlier removed from the rear suspension through the LCA mounting points.
- This is the rear suspension setup complete.