OR050 - Mercedes E Class W211 & CLS W219 Original Lowering Kit

****Make sure your car is on a flat surface while installing your linkages and remove the key from ignition remembering do not leave your keys in the car.****

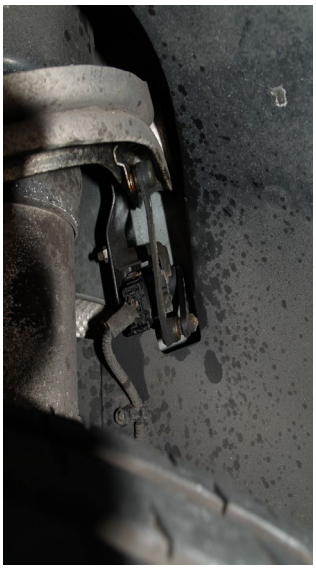
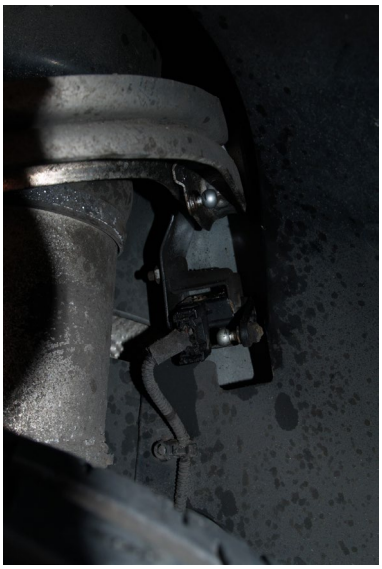
PLEASE NOTE THAT A MERCEDES E CLASS & CLS USES THREE LINKAGES. THE FRONT LINKAGES ARE LOCATED AT THE TOP, REAR OF THE WHEEL ARCH WHEREBY THE REAR LINKAGE IS LOCATED NEAR THE REAR DIFFERENTIAL.

Tools Required –Adjustable spanner and large flat ended screwdriver.

We recommend adding a small amount of grease to each ball joint whilst installing the kit

Front:

1. Select the highest suspension setting and jack up the rear of the vehicle locate the ride height sensor. They are connected to the Control Arm.
2. Carefully Remove the standard linkage (**BE GENTLE, DO NOT DAMAGE OR SNAP THE SENSORS ARM!**)
3. Fit a Rubber Grommet to each ball stud to ensure the ball and ball joint are protected from the elements.
4. Install the adjustable linkages by firstly removing the safety retaining clips and then firmly pushing the ball joints of the linkage onto the ball studs on the bracket and sensors arm. The vehicle will lower by approximately 28mm for every 5mm longer you make the adjustable linkages than that of the standard linkages. We suggest making the link no more than 8mm longer than the OEM link.
5. Once you have achieved the desired ride height re-attach the safety clips.
6. Now remove the jack and lower the car.


Rear:

1. Select the highest suspension setting and jack the rear of the vehicle up to allow you get underneath and locate the ride height sensor as per the pictures below.

*****For safety purposes correctly place axle stands under the end of the vehicle you are working on*****

2. From underneath the vehicle lock above the differential to locate the stock linkage that is attached to the vehicle.

3. Remove the stock linkage from the vehicle by prizing it off gently with a long screwdriver with a broad head. It is quite tricky as it is in a confined space.

4. Now locate the ride height sensor and remove the two 10mm nuts that hold it in place.

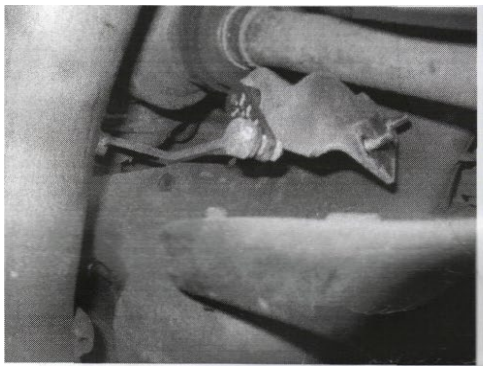
5. Once you have removed the two 10mm nuts move the ride height sensor with the stock linkage attached to the side of the axle by a few inches and at the same time freely move the stock linkage over the top of the differential. There is no need to disconnect the cable that is attached the ride height sensor but ensure the cable is not strained or damaged in anyway.

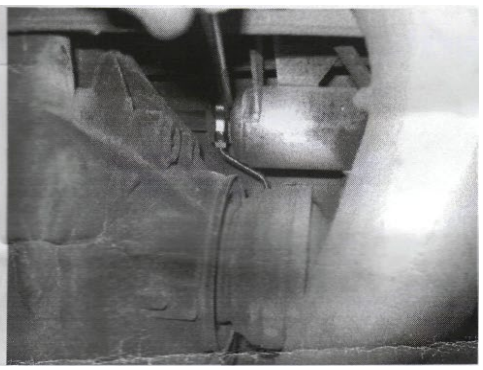
******This procedure is a little tricky but the linkage can be removed without applying any major force to any of the components and by taking you time and not rushing******

7. Install the adjustable linkages by firstly removing the safety retaining clips and then firmly pushing the ball joints of the linkage onto the ball studs on the bracket and sensors arm. The vehicle will lower by approximately 28mm for every 5mm Shorter you make the adjustable linkages than that of the standard linkages. We suggest making the link no more than 8mm shorter than the OEM link.

8. Once you have achieved the desired ride height re-attach the safety clips.

9. Now remove the Axle stands and lower the car.





Initializing the adjusted suspension:

1. Start the vehicle whilst on a level surface and select the highest suspension setting (Access mode or similar) and leave the engine running to allow the cars computer to settle to the new adjustments and compression to build in the air system.

2. After leaving the car for a few minutes you can now select ‘Sport 1’ or ‘Sport 2’ suspension modes which will lower the vehicle.

3. Check the vehicle is at the desired height in the suspension setting you have selected but ensure that the suspension is not so low that it may cause the wheels to rub on the wheel arches as this may cause damage to your tire or wheel arch. It may take a couple attempts to get the linkage lengths correct to obtain the exact ride height of your liking.

Returning the vehicle to stock:

To return the car back to standard simply repeat the steps using the original linkages. As the standard joints harden with age you may find them hard to put back on. If this is the case apply some lubricant (WD40 or similar silicon based product) to the ends and squeeze them on with pliers.