



How to change rear coil  
springs on **Mercedes**  
**W211** – replacement  
guide

## VIDEO TUTORIAL

** Important!**

This replacement procedure can be used for:

MERCEDES-BENZ E-Class Saloon (W211) E 320 (211.065), MERCEDES-BENZ E-Class Saloon (W211) E 270 CDI (211.016), MERCEDES-BENZ E-Class Saloon (W211) E 200 NGT (211.041), MERCEDES-BENZ E-Class Saloon (W211) E 280 (211.054), MERCEDES-BENZ E-Class Saloon (W211) E 350 (211.056), MERCEDES-BENZ E-Class Saloon (W211) E 350 CGI (211.057)

The steps may slightly vary depending on the car design.

**REPLACEMENT: COIL SPRINGS – MERCEDES W211.  
TOOLS YOU NEED:**



- Wire brush
- WD-40 spray
- Brake cleaner
- Copper grease
- Torque wrench
- Combination spanner #18
- Combination spanner #21
- Drive socket # E14
- Drive socket # 17
- Drive socket # 18
- XZN socket bit # 12
- Wheel impact socket #17
- Ratchet wrench
- Strut spring compressor
- Hammer
- Pin punch
- Hydraulic transmission jack
- Wheel chock

**BUY TOOLS**

Replacement: coil springs – Mercedes W211. AUTODOC experts recommend:

- Both coil springs of the rear suspension should be replaced simultaneously.
- The replacement procedure is identical for the left and right coil springs of the rear suspension.
- Please note: all work on the car – Mercedes W211 – should be done with the engine switched off.

**CARRY OUT REPLACEMENT IN THE FOLLOWING ORDER:**

**1** Secure the wheels with chocks.

**2** Loosen the wheel mounting bolts. Use wheel impact socket #17.



**3** Raise the rear of the car and secure on supports.



**4** Unscrew the wheel bolts.



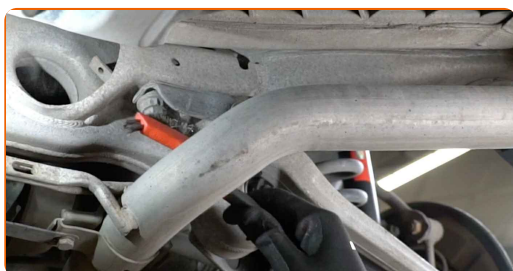
**AUTODOC recommends:**

- Warning! To avoid injury, hold the wheel while unscrewing the fastening bolts.  
Mercedes W211

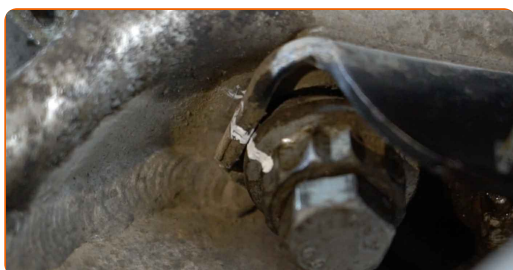
**5** Remove the wheel.



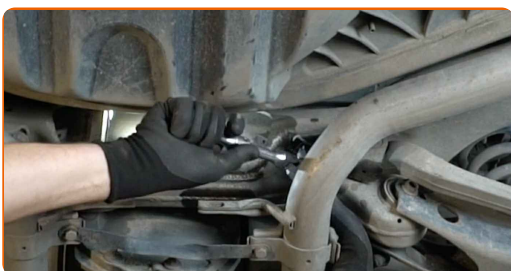
**6** Clean all joints of the arm. Use a wire brush. Use WD-40 spray.



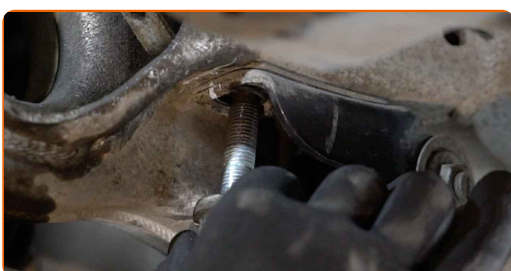
**7** Make a mark on the camber adjustment bolt.



- 8 Unscrew the fasteners connecting the control arm and the subframe. Use a drive socket #17. Use a ratchet wrench.



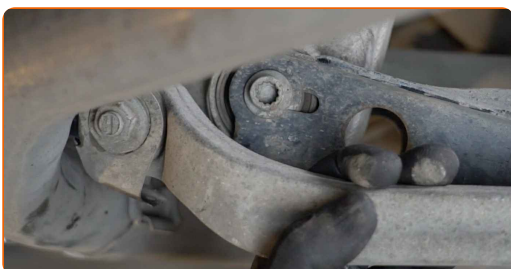
- 9 Remove the fastening bolt.



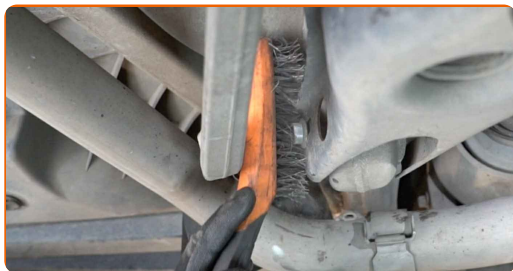
- 10 Unscrew the fasteners connecting the control arm and the subframe. Use a drive socket #E14. Use a ratchet wrench.



- 11 Push the control arm to the side.

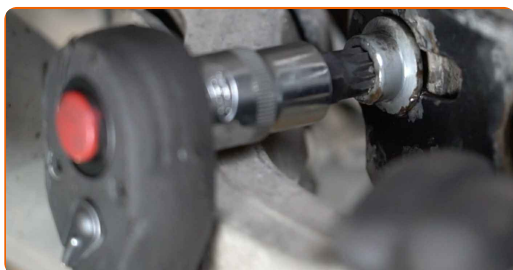


**12** Clean all joints of the arm. Use a wire brush. Use WD-40 spray.

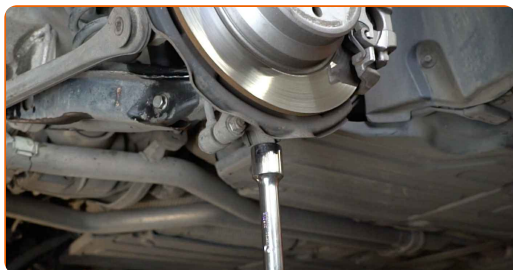


**13** Make a mark on the camber adjustment bolt.

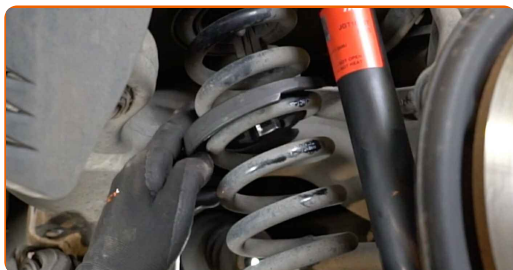
**14** Unscrew the fastener connecting the control arm to the subframe. Use a combination spanner #18. Use a drive socket #18. Use XZN #12. Use a ratchet wrench.



**15** Support the arm. Use a hydraulic transmission jack.



**16** Install the coil spring compressor on the coil spring.





Replacement: coil springs – Mercedes W211. Tip from AUTODOC:

- Use adapters and jaws of the appropriate size.
- The spring coils should be securely fixed with the coil spring compressor.
- Use high quality coil spring compressors.

17

Compress the spring by turning the lead screw of the coil spring compressor.

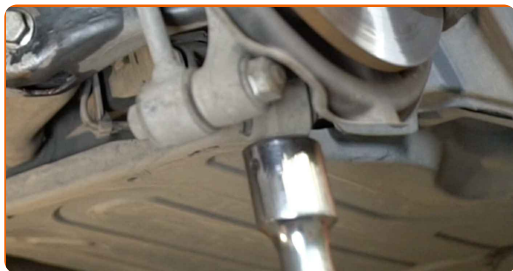


Replacement: coil springs – Mercedes W211. Professionals recommend:

- Compress the coil spring compressor until there is enough room to remove the spring. Do not compress the tool to the full: the spring coils must not touch each other.
- Be careful. The compressed spring is powerful and in case of disrupting ties, straightening, it can cause injury.
- While the spring is compressed, do not do any operations on it.



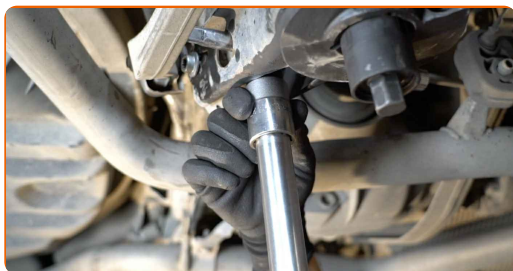
**18** Remove the support from under the arm.



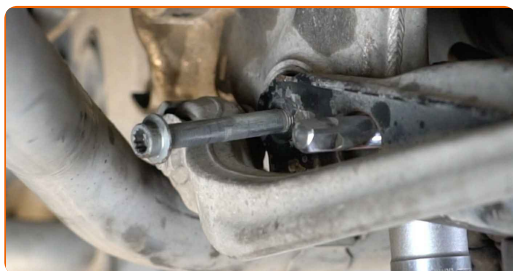
**AUTODOC recommends:**

- Mercedes W211 – Do not lower the transmission jack sharply to avoid damaging components and mechanisms of the car.

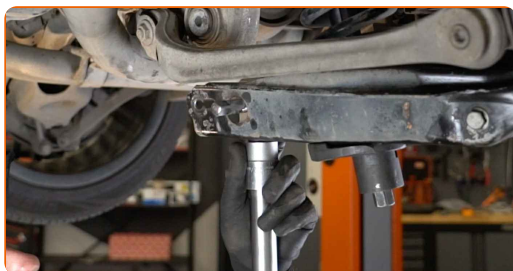
**19** Support the arm. Use a hydraulic transmission jack.



**20** Remove the fastening bolt. Use XZN #12. Use a ratchet wrench. Use a pin punch. Use a hammer.



**21** Remove the support from under the arm.



**AUTODOC recommends:**

- Replacement: coil springs – Mercedes W211. Lower the transmission jack smoothly, without jerks, to avoid damaging components and mechanisms.

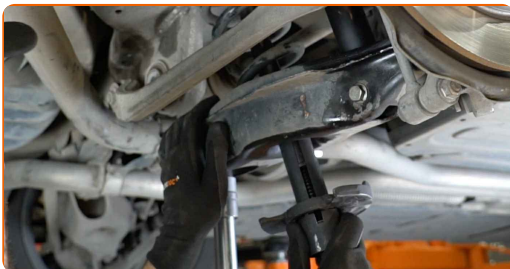
**22**

Decompress the spring.



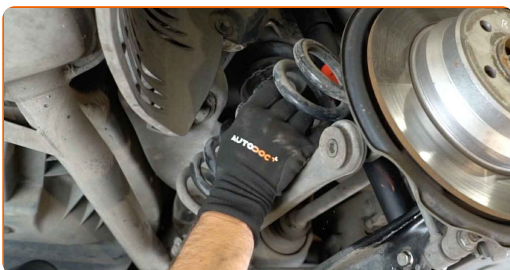
**23**

Remove the coil spring compressor.



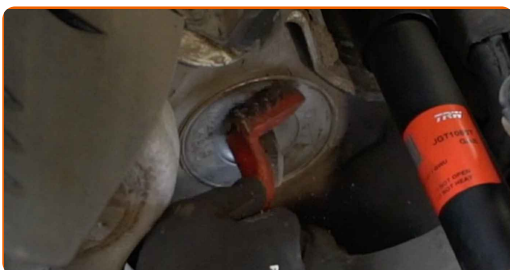
**24**

Take out the spring.

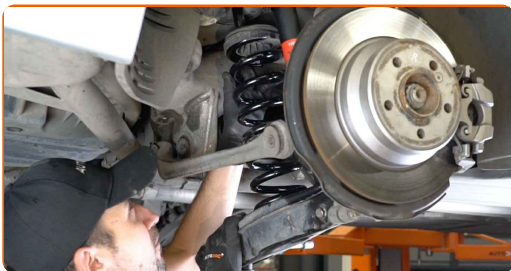


**25**

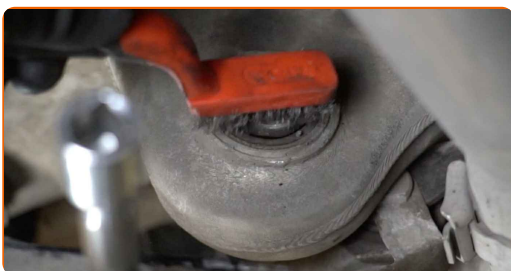
Clean the coil spring mounting seats. Use a wire brush. Use WD-40 spray.



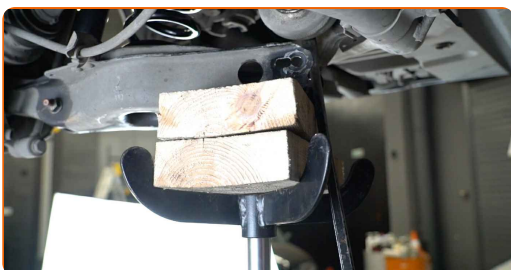
**26** Install the coil spring together with the rubber mounts into the mounting seats.



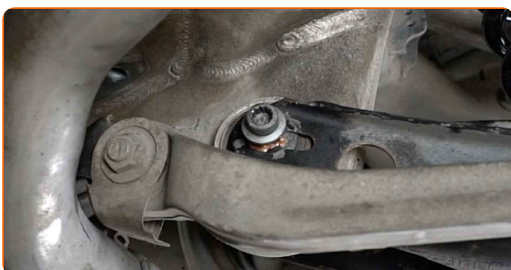
**27** Clean all joints of the arm. Use a wire brush. Use WD-40 spray.



**28** Support the arm. Use a hydraulic transmission jack.



**29** Install the fastening bolt.

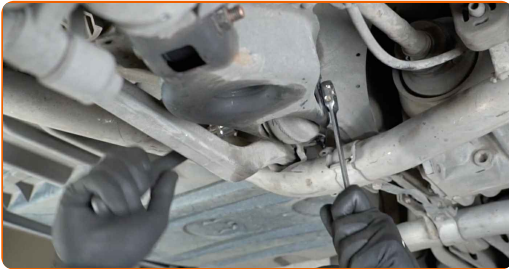


**30** Remove the support from under the arm.

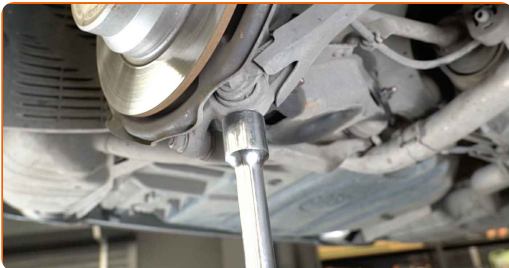
**AUTODOC recommends:**

- Replacement: coil springs – Mercedes W211. Lower the transmission jack smoothly, without jerks, to avoid damaging components and mechanisms.

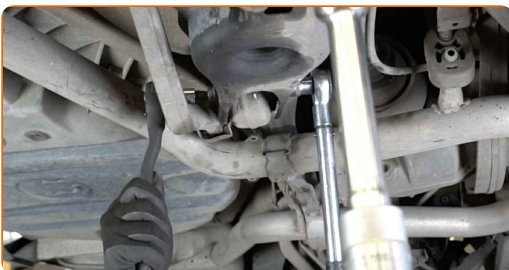
- 31** Adjust the position of the alignment bolt according to the mark.
- 32** Screw the fastener connecting the control arm to the subframe. Use a combination spanner #18. Use a drive socket #18. Use XZN #12. Use a ratchet wrench.



- 33** Support the arm. Use a hydraulic transmission jack.



- 34** Tighten the fastener connecting the control arm to the subframe. Use a drive socket #18. Use XZN #12. Use a torque wrench. Tighten it to 50 Nm torque. +90°

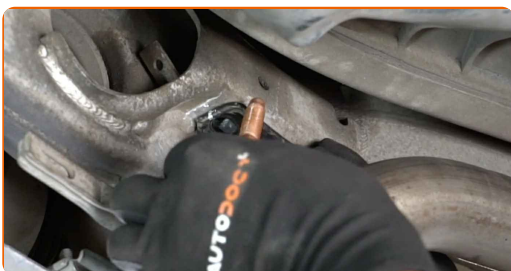


**AUTODOC recommends:**

- Important! Be sure to use new fasteners.

**35** Install the control arm to its mounting seats.

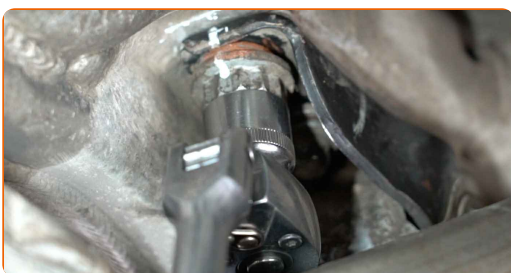
**36** Install the fastening bolt.



**37** Adjust the position of the alignment bolt according to the mark. Use a combination spanner #21.

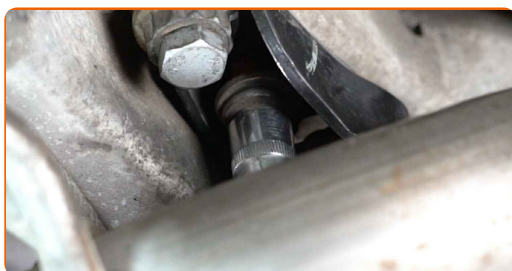


**38** Screw in the fasteners connecting the control arm and the subframe. Use a drive socket #17. Use a ratchet wrench.





- 39** Screw in the fasteners connecting the control arm and the subframe. Use a drive socket #E14. Use a ratchet wrench.



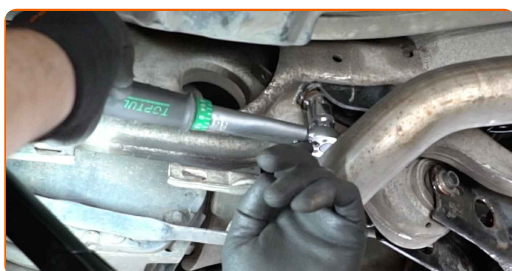
- 40** Tighten the fasteners connecting the control arm and the subframe. Use a drive socket #E14. Use a torque wrench. Tighten it to 50 Nm torque. +90°



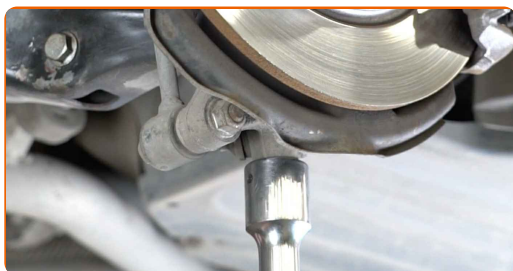
**AUTODOC recommends:**

- Important! Be sure to use new fasteners.

- 41** Tighten the fasteners connecting the control arm and the subframe. Use a drive socket #17. Use a torque wrench. Tighten it to 51 Nm torque.



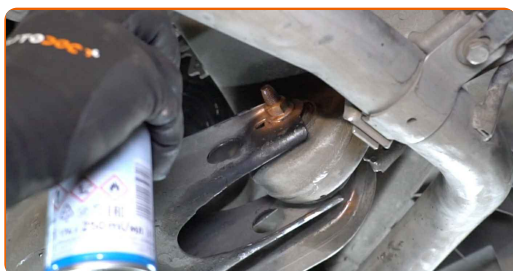
**42** Remove the support from under the arm.



**AUTODOC recommends:**

- Mercedes W211 – Do not lower the transmission jack sharply to avoid damaging components and mechanisms of the car.

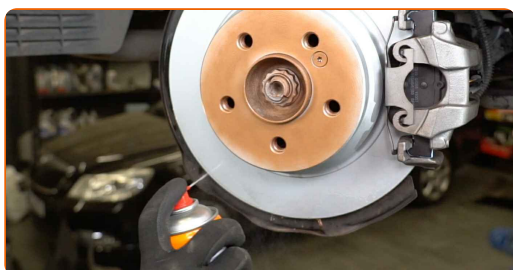
**43** Treat all joints of the arm. Use copper grease.



**44** Treat the surface where the brake disc contacts the wheel rim. Use copper grease.



**45** Clean the brake disk surface. Use a brake cleaner.



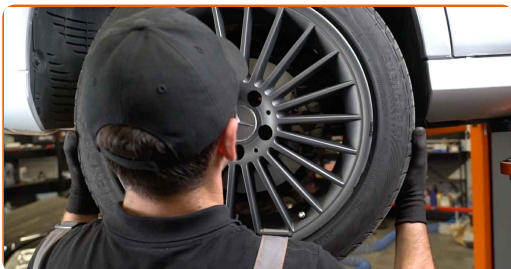


**AUTODOC recommends:**

- After applying the spray, wait a few minutes.

**46**

Install the wheel.



**AUTODOC recommends:**

- Important! Hold the wheel while screwing in the fastening bolts. Mercedes W211

**47**

Screw in the wheel bolts. Use wheel impact socket #17.



**48**

Lower the car and working in a cross order, tighten the wheel bolts. Use wheel impact socket #17. Use a torque wrench. Tighten it to 130 Nm torque.



49

Remove the jacks and chocks.



**WELL DONE!** 

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