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How to change rear antiroll bar links on MERCEDES-BENZ E-Class Saloon (W124) – replacement guide







SIMILAR VIDEO TUTORIAL



This video shows the replacement procedure of a similar car part on another vehicle

i Important!

This replacement procedure can be used for:

MERCEDES-BENZ E-Class Saloon (W124) E 220 (124.022), MERCEDES-BENZ E-Class Saloon (W124) E 280 (124.028), MERCEDES-BENZ E-Class Saloon (W124) E 320 (124.032), MERCEDES-BENZ E-Class Saloon (W124) E 420 (124.034), MERCEDES-BENZ E-Class Saloon (W124) E 500 (124.036), MERCEDES-BENZ E-Class Saloon (W124) E 200 D (124.120), MERCEDES-BENZ E-Class Saloon (W124) E 250 Turbo-D (124.128), MERCEDES-BENZ E-Class Saloon (W124) E 300 Turbo-D 4-matic (124.333), MERCEDES-BENZ E-Class Saloon (W124) E 300 Turbo-D (124.133), MERCEDES-BENZ E-Class Saloon (W124) E 300 4-matic (124.230), MERCEDES-BENZ E-Class Saloon (W124) E 300 4-matic (124.230)

The steps may slightly vary depending on the car design.

This tutorial was created based on the replacement procedure for a similar car part on: MERCEDES-BENZ 190 (W201) D 2.0 (201.122)

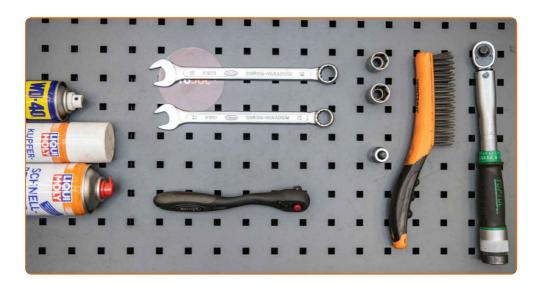
CLUB.AUTODOC.CO.UK 1–9







REPLACEMENT: ANTI ROLL BAR LINKS – MERCEDES-BENZ E-CLASS SALOON (W124). TOOLS YOU'LL NEED:



- Wire brush
- WD-40 spray
- Copper grease
- Brake cleaner
- High-temperature ceramic grease
- Torque wrench
- Drive socket # 10
- Drive socket # 13

- Combination spanner #13
- Combination spanner #17
- Combination spanner #19
- Wheel impact socket #17
- Ratchet wrench
- Crow bar
- Wheel chock

Buy tools

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Replacement: anti roll bar links – MERCEDES-BENZ E-Class Saloon (W124). AUTODOC recommends:

- Replace the stabiliser links on MERCEDES-BENZ E-Class Saloon (W124) in pairs.
- The replacement procedure is identical for both stabiliser links on the same axle.
- All work should be done with the engine stopped.

REPLACEMENT: ANTI ROLL BAR LINKS – MERCEDES-BENZ E-CLASS SALOON (W124). TAKE THE FOLLOWING STEPS:

1

Secure the wheels with chocks.



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



Raise the rear of the car and secure on supports.

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4 Unscrew the wheel bolts.



Replacement: anti roll bar links – MERCEDES-BENZ E-Class Saloon (W124). Tip:

- To avoid injury, hold up the wheel when unscrewing the bolts.
- Remove the wheel.



Unscrew the fasteners of the control arm plastic cover. Use a drive socket #10. Use a ratchet wrench.



7 Remove the control arm plastic cover.



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Clean the stabiliser link fasteners. Use a wire brush. Use WD-40 spray.



Unscrew the fastener connecting the stabilizer link to the control arm. Use a combination spanner #13. Use a drive socket #13. Use a ratchet wrench.



Unscrew the fastener connecting the stabilizer link to the stabilizer bar. Use a combination spanner #17. Use a combination spanner #19.



11 Remove the stabilizer rod.

12



Clean the mounting seats of the stabiliser link. Use a wire brush. Use WD-40 spray.

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Install a new rod, tighten the fasteners. Use a crowbar.



Tighten the fastener connecting the stabilizer link to the stabilizer bar. Use a combination spanner #17. Use a combination spanner #19. Use a torque wrench. Tighten it to 30 Nm torque.



Install the fastener connecting the stabiliser link to the control arm and tighten it. Use a combination spanner #13. Use a drive socket #13. Use a drive socket #17. Use a torque wrench. Tighten it to 20 Nm torque.



- Treat all joints of the stabiliser link. Use copper grease.
- 17 Install the control arm plastic cover.



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Screw the fasteners of the control arm plastic cover. Use a drive socket #10. Use a ratchet wrench.



Treat the surface where the brake disc contacts the wheel rim. Use high-temperature ceramic grease.



Clean the brake disk surface. Use a brake cleaner.



21 Install the wheel.



AUTODOC recommends:

 Warning! To avoid injury, hold the wheel while screwing in the fastening bolts on the car. MERCEDES-BENZ E-Class Saloon (W124)

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



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 110 nm torque.



Remove the jacks and chocks.





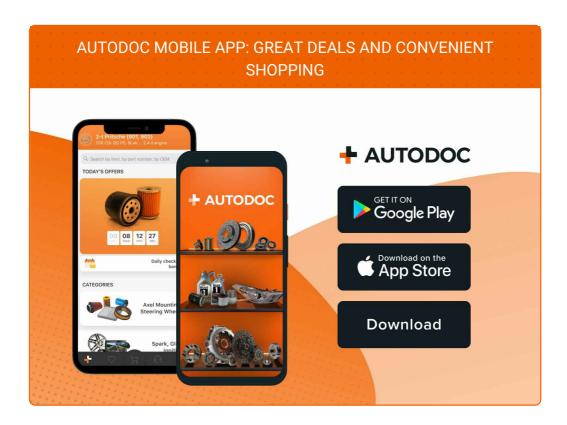
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