

1993 Mercedes Benz 300CE (124 Chassis) L6-3199cc 3.2L DOHC (104)

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Model 124

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Model 124

Group: 40

Number: 332

Date: April 1995

Work Instructions

SUBJECT:

MODEL 124, AS OF M.Y. 1990 (124.05 AS OF M.Y. 1988)

INSTALLATION OF AMG LIGHT ALLOY ACCESSORY WHEELS

This Work instruction is divided into three sections, A - C. Each section covers the body/suspension modifications necessary to accommodate the specific AMG wheels.

A. AMG LIGHT ALLOY WHEEL, 8-1/2 J x 17 H 2 ET 30

B. AMG LIGHT ALLOY WHEEL, 7-1/2 J x 17 H 2 ET 42

C. AMG LIGHT ALLOY WHEEL, 7-1/2 J x 16 H 2 ET 31 AND 7 J x 15 H 2 ET 25

A. AMG LIGHT ALLOY WHEEL, 8-1/2 J x 17 H 2 ET 30

Note :

^ The body and suspension modifications described herein are not required for model 124.036.

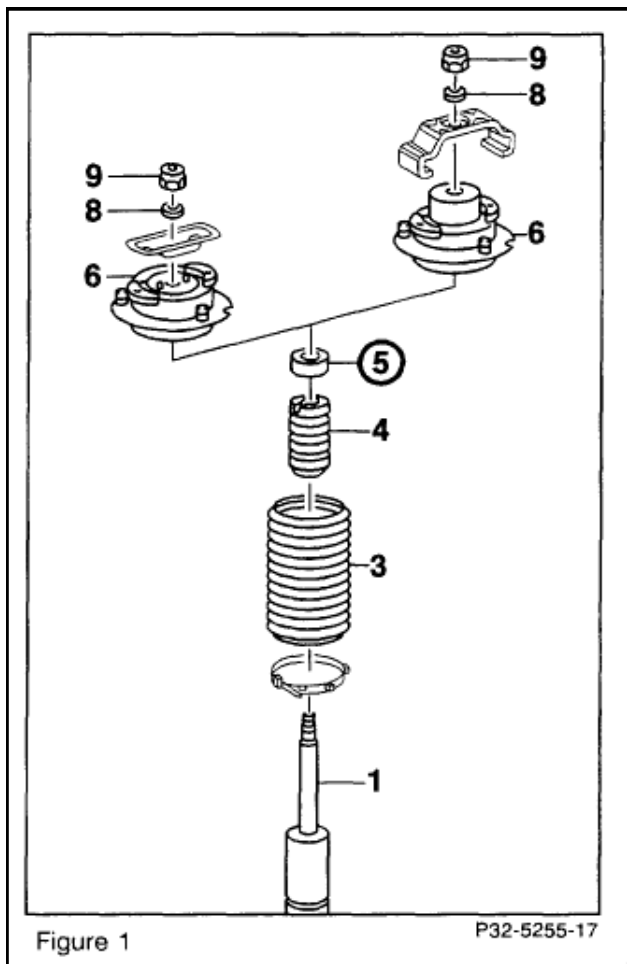
Front axle suspension

1. Remove front and rear wheels.

! WARNING! If an original equipment alloy wheel is going to be retained as the spare wheel, five of the original wheel bolts must be kept with the spare wheel.

2. Remove front axle springs using spring compressor, Special Tool 124 589 06 31 00.

! WARNING! Do not use impact driver to compress front axle springs.

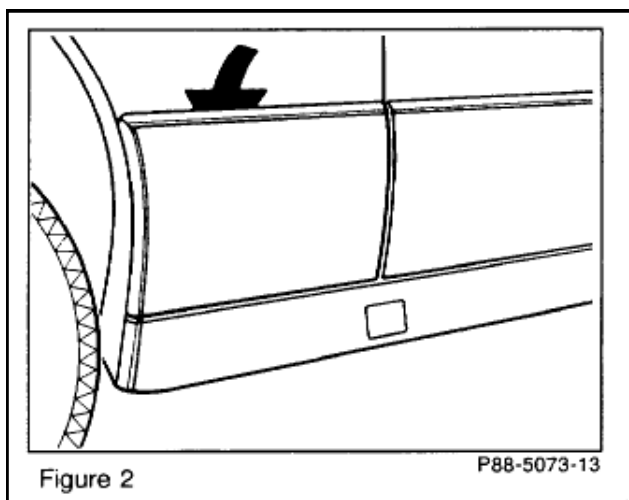


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3. Loosen front axle damper Strut at upper strut mounting (6), apply counter hold to piston rod (1, Figure 1).
4. Lower control arm and damper strut (provide support for control arm).
5. Install spring travel limiting washer (5) onto piston rod (1) over strut bumper (4, Figure 1).
6. Reassemble damper strut and front axle spring in reverse sequence.

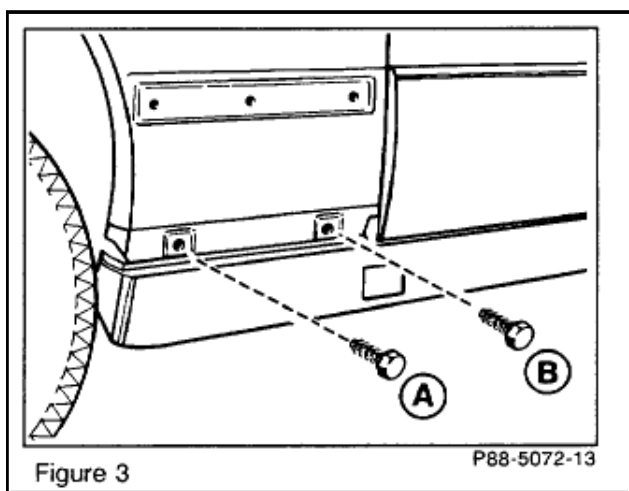
Note : Use new self-locking nuts (9) and washers (8, Figure 1) on upper strut mounting. Tightening torque: 60 Nm.

Front fenders



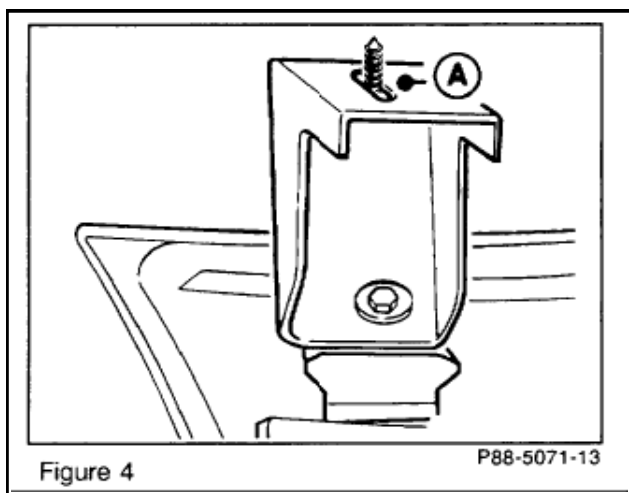
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7. Remove lower body panel from front fenders.



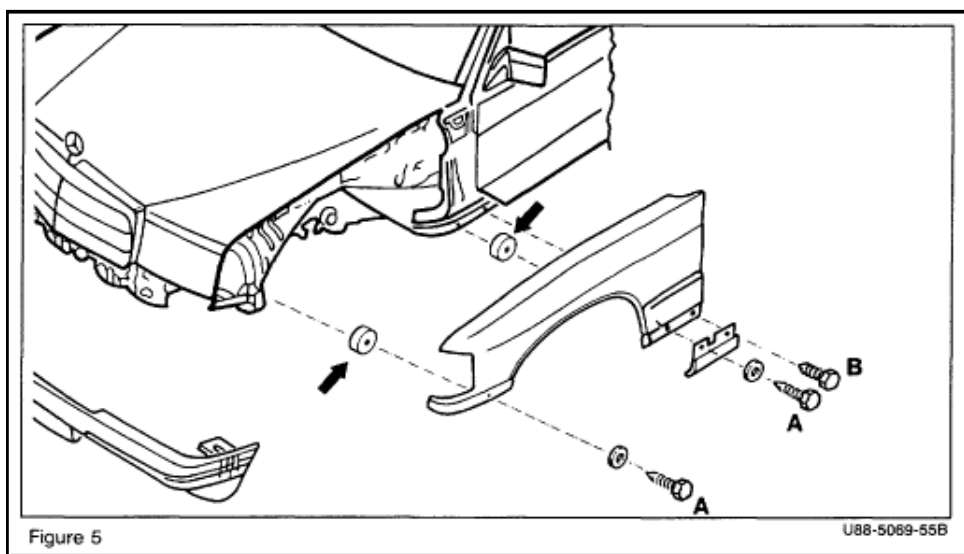
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8. Remove the two fastening bolts (A and B, Figure 3).



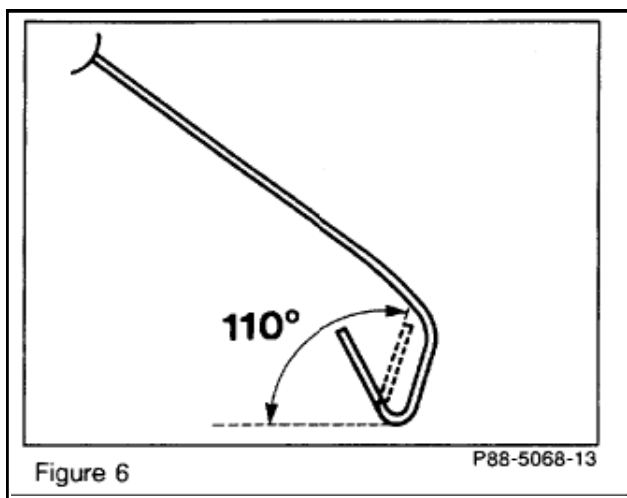
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9. Loosen bolt (A, Figure 4) on side of bumper.

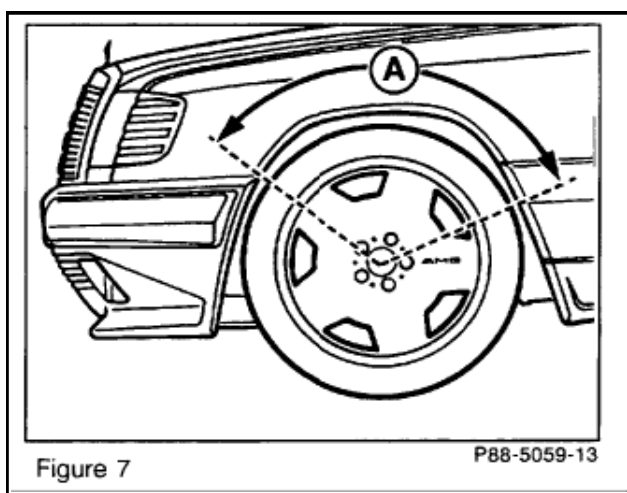


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10. Press sides of bumper downward and unscrew bolts (A and B, Figure 5).
Position spacers (arrows) between fender and body as shown. Ensure that the holes align for easier installation.
11. Finger tighten all bolts and visually inspect for correct alignment. Tighten bolts.

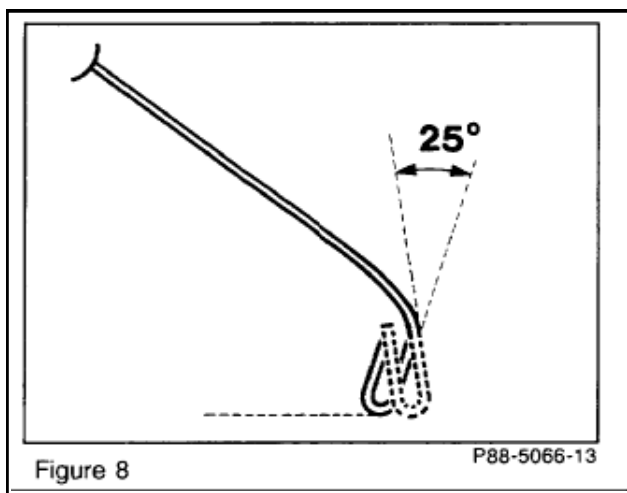


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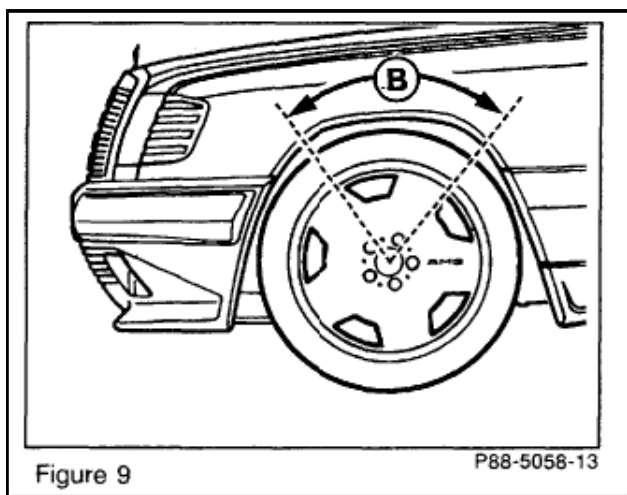
12. The inside edge of the front fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 7) to accommodate the wider wheels and tires.
 13. Grind off any excess PVC underbody protection before rebending the fender lip.
 14. Use a hot air gun to carefully heat up the outer edge of the fender to 158 - 176 °F (70 - 80 °C).
- Note :** Do not overheat paint while applying heat.
15. The fender lip is reworked over the entire area (A, Figure 7) in several stages. A plastic hammer must be used to avoid damaging the paint.



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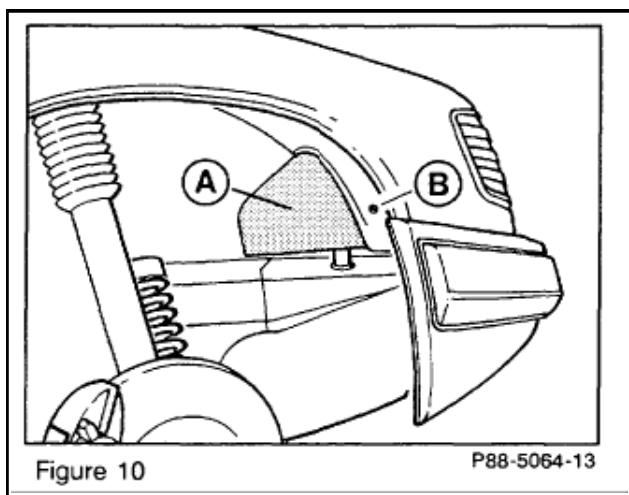
16. Using a plastic hammer, gently apply even blows to the front fender edge. Flare out the upper portion of the front fender edge by 25°.

Note : To verify, measure from the outer edge of the wheel opening to the outer tube of the damper strut, across the center of the wheel. Distance: > 275 mm (measured at uppermost point of wheel opening).



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17. Work fender lip contour so that the transition curve (B, Figure 9) is smooth.
18. Grind down detachable lower body panels so they properly align with the reworked fender contour. Reassemble body panels.
19. Loosen the two bolts which secure the windshield washer reservoir. Secure the container up and away from its original position.
20. Loosen screws which secure ABS (A7) or ASR/ETS/ESP hydraulic unit (A7/3) and hydraulic fluid reservoir. Secure the unit and container up and away from its original position.



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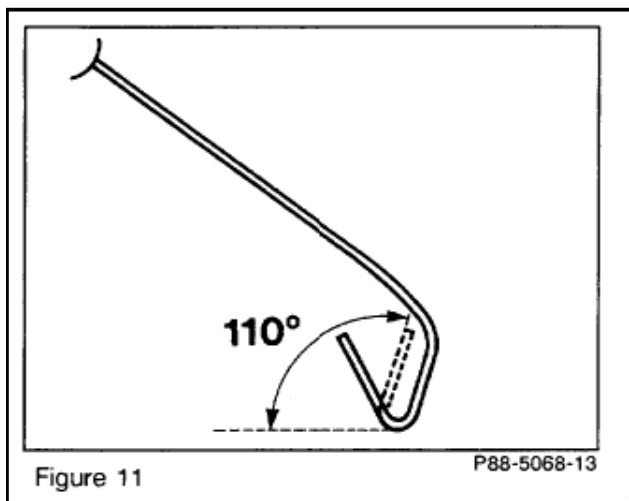
21. Using a plastic hammer, carefully push out the wheel arch over an area approximately 150 mm x 150 mm (A), approximately 10 mm towards the inside of the engine compartment.

! CAUTION Ensure that the hydraulic unit and reservoirs will not be damaged while pushing out the wheel arch.

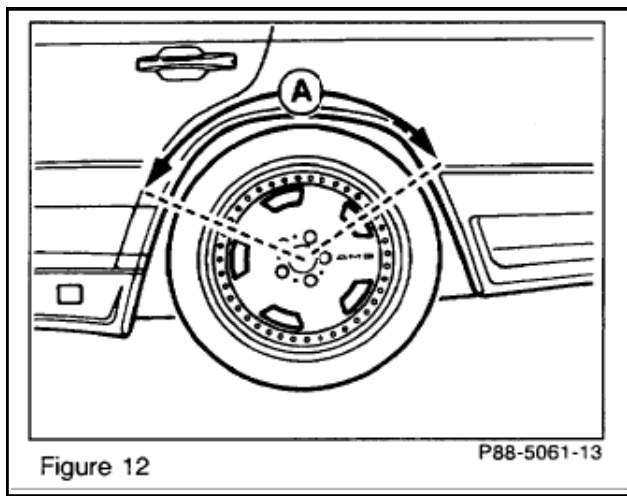
22. Remove inner fender weld stud (B) and replace with a blind rivet with a large diameter head.

Note :Repair any damage to paint or underbody protection.

Rear fenders



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23. The inside edge of the rear fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 12) to accommodate the wider wheels and tires.

24. Grind off any excess PVC underbody protection before rebending the fender lip.

25. Use a hot air gun to carefully heat up the outer edge of the fender to 158 - 176 °F (70 - 80 °C).

Note : Do not overheat paint while applying heat.

26. The fender lip is reworked over the entire area (A, Figure 12) in several stages. A plastic hammer must be used to avoid damaging the paint.

27. Install new wheel/tire combination.

! WARNING! Only the M12 x 1.5 x 40 mm spherical wheel bolts supplied with the rims are to be used.

28. Evenly tighten wheel bolts to 110 Nm.

! WARNING! AMG light alloy wheel bolts must be retightened after 60 - 300 miles (100 - 500 km). Tightening torque: 110 Nm.

Front axle suspension

B. AMG LIGHT ALLOY WHEEL, 7-1/2 J x 17 H 2 ET 42

Note :

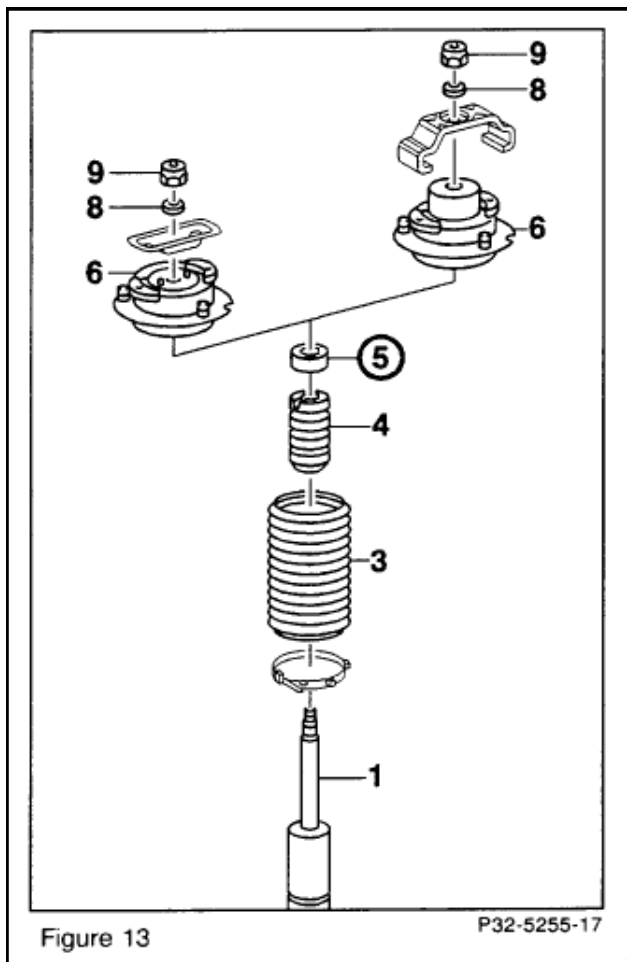
^ These wheels may not be installed on model 124.036.

1. Remove front and rear wheels.

! WARNING! If an original equipment alloy wheel is going to be retained as the spare wheel, five of the original wheel bolts must be kept with the spare wheel.

2. Remove front axle springs using spring compressor, Special Tool 124 589 05 31 00.

! WARNING! Do not use impact driver to compress front axle springs.

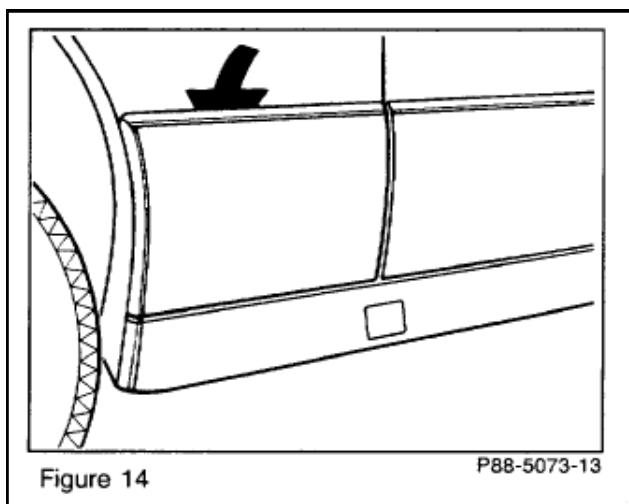


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3. Loosen front axle damper strut at upper strut mounting (6), apply counter hold to piston rod (1, Figure 13).
4. Lower control arm and damper strut (provide support for control arm).
5. Install spring travel limiting washer (5) onto piston rod (1) over strut bumper (4, Figure 13).
6. Reassemble damper strut and front axle spring in reverse sequence.

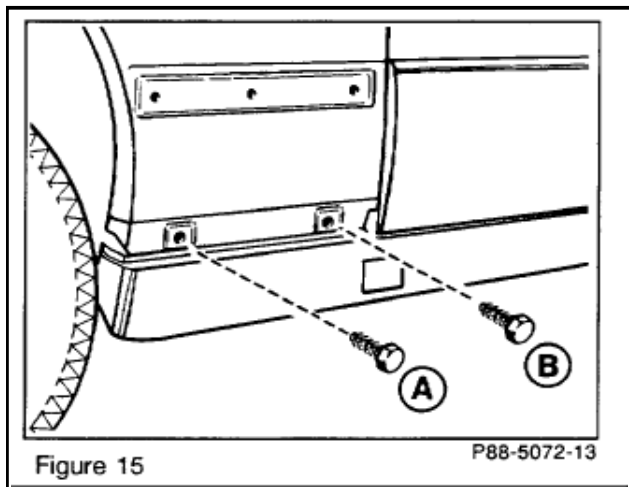
Note : Use new self-locking nuts (9) and washers (8, Figure 13) on upper strut mounting. Tightening torque: 60 Nm.

Front fenders



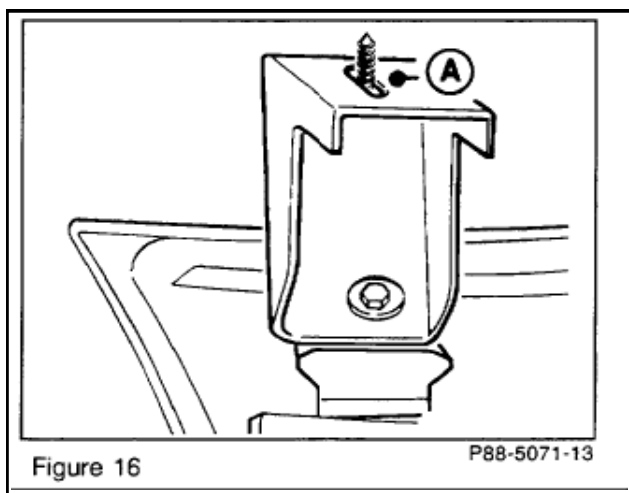
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7. Remove lower body panel from front fenders.



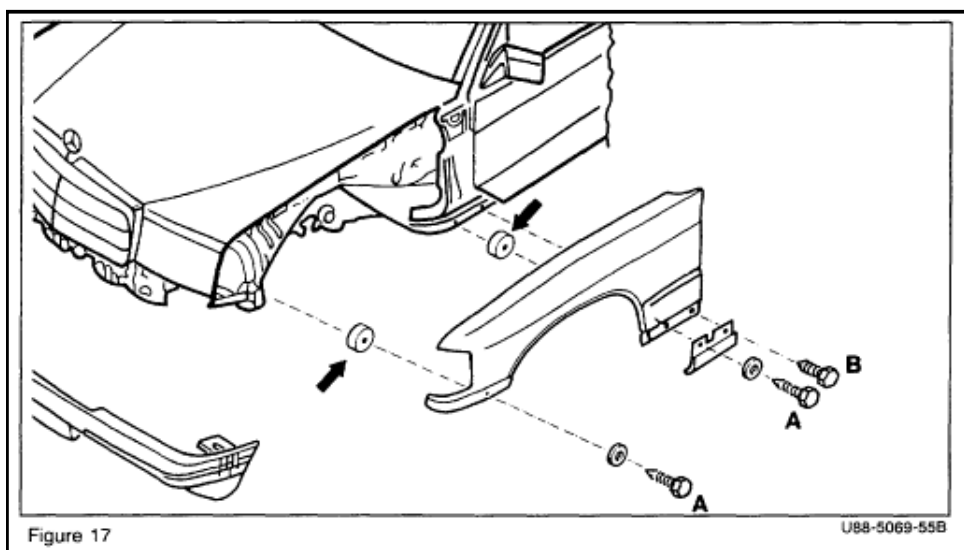
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8. Remove the two fastening bolts (A and B, Figure 15).



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9. Loosen bolt (A, Figure 16) on side of bumper.



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10. Press sides of bumper downward and unscrew bolts (A and B, Figure 17). Position spacers (arrows) between fender and body as shown. Ensure that the holes align for easier installation.

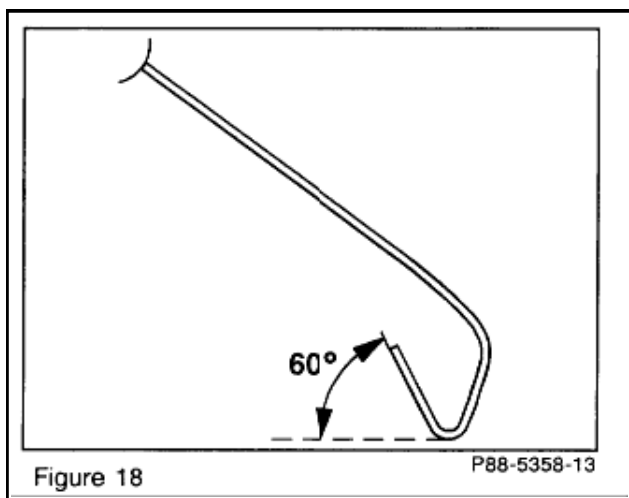
11. Finger tighten all bolts and visually inspect for correct alignment. Tighten bolts.

Note :

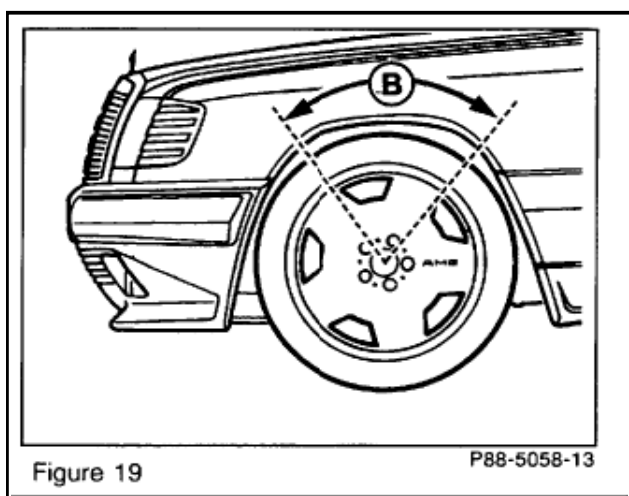
Steps 12 through 15 are only required up to chassis end number:

124 B 065820

F 122351



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12. The inside edge of the front fenders must be rebent to an angle of 60° over the complete wheel cutout (B, Figure 19) to accommodate the wider wheels and tires.

13. Grind off any excess PVC underbody protection before rebending the fender lip.

14. Use a hot air gun to carefully heat up the outer edge of the fender to 158 - 176 °F (70 - 80 °C).

Note : Do not overheat paint while applying heat.

15. The fender lip is reworked over the entire area (B, Figure 19) in several stages. A plastic hammer must be used to avoid damaging the paint.

16. Install new wheel/tire combination.

! WARNING! Only the M12 x 1.5 x 40 mm spherical wheel bolts supplied with the rims are to be used.

17. Evenly tighten wheel bolts to 110 Nm.

! WARNING! AMG light alloy wheel bolts must be retightened after 60 - 300 miles (100 - 500

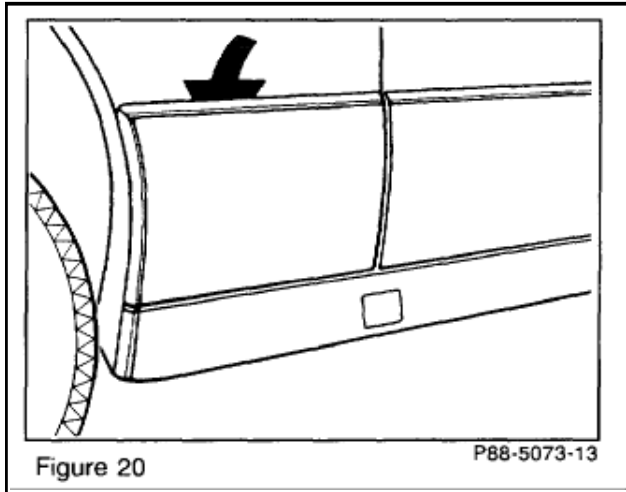
km). Tightening torque: 110 Nm.

C. AMG LIGHT ALLOY WHEEL, 7-1/2 J x 16 H 2 ET 31 AND 7 J x 15 H 2 ET 25

Note :

^ These wheels may not be installed on model 124.036. In addition, the 7-1/2 J x 6 H 2 ET 31 wheel may not be installed on models 124.034/230/290.

Front fenders

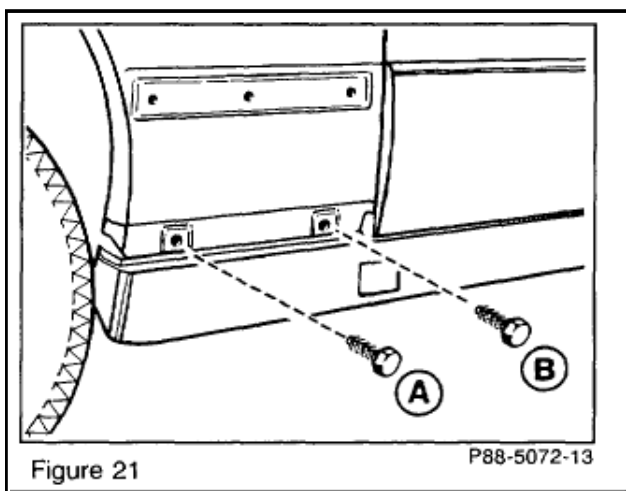


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1. Remove front and rear wheels.

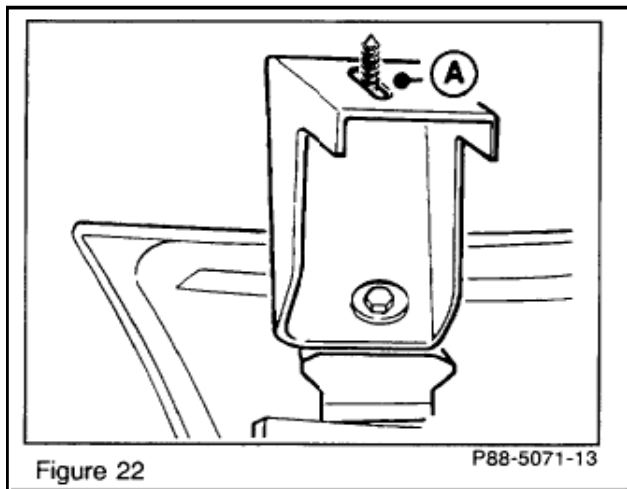
! WARNING! If an original equipment alloy wheel is going to be retained as the spare wheel, five of the original wheel bolts must be kept with the spare wheel.

2. Remove lower body panel from front fenders.



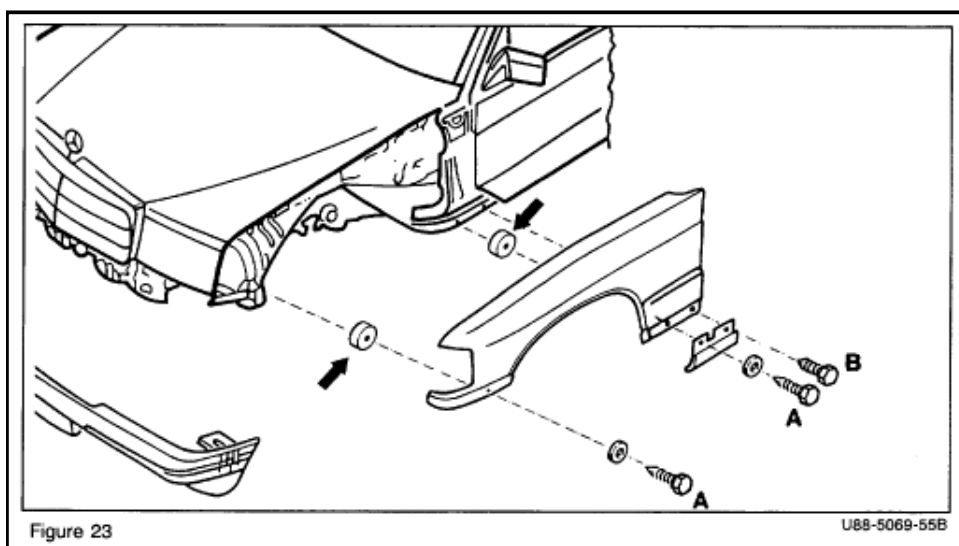
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3. Remove the two fastening bolts (A and B, Figure 21).



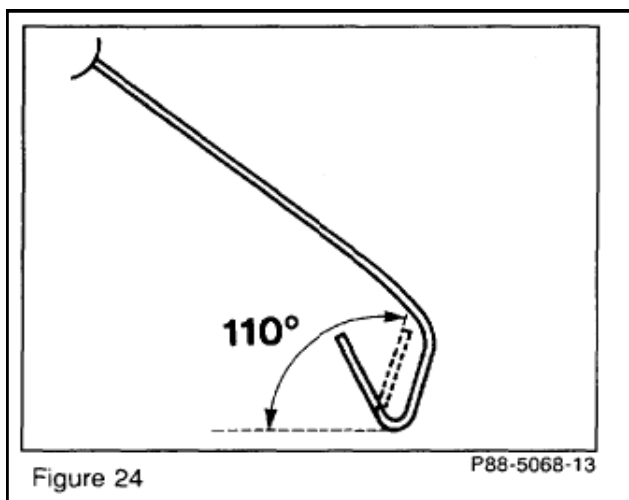
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3. Loosen bolt (A, Figure 22) on side of bumper.

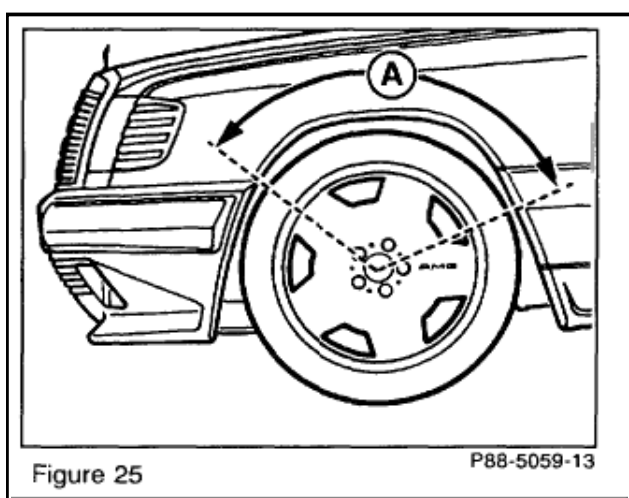


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4. Press sides of bumper downward and unscrew bolts (A and B, Figure 23).
Position spacers (arrows) between fender and body as shown. Ensure that the holes align for easier installation.
5. Finger tighten all bolts and visually inspect for correct alignment. Tighten bolts.



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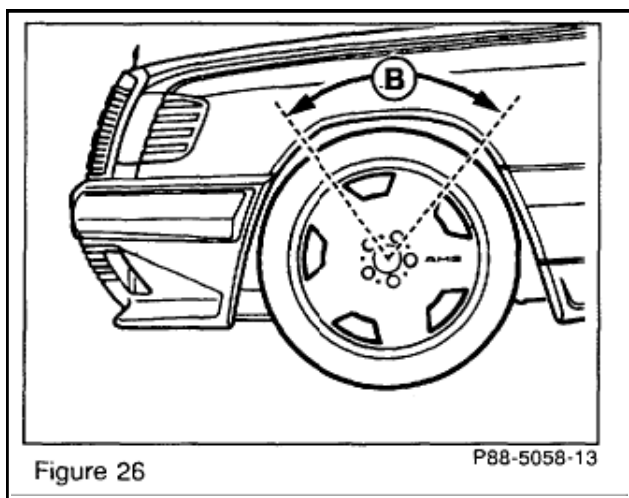


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6. The inside edge of the front fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 25) to accommodate the wider wheels and tires.
7. Grind off any excess PVC underbody protection before rebending the fender lip.
8. Use a hot air gun to carefully heat up the outer edge of the fender to 158 - 176°F (70 - 80 °C).

Note : Do not overheat paint while applying heat.

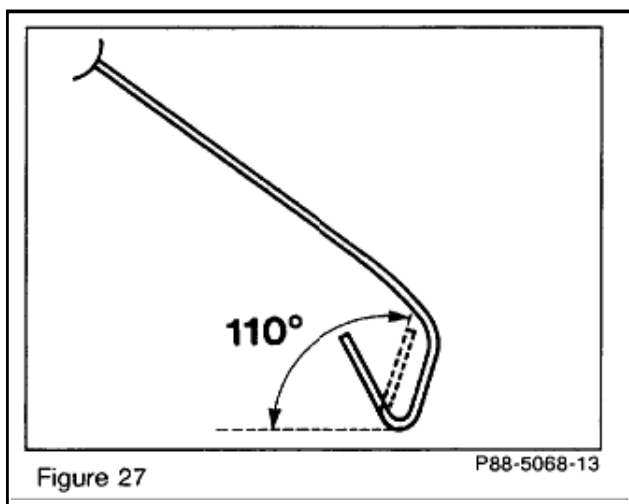
9. The fender lip is reworked over the entire area (A, Figure 25) in several stages. A plastic hammer must be used to avoid damaging the paint.



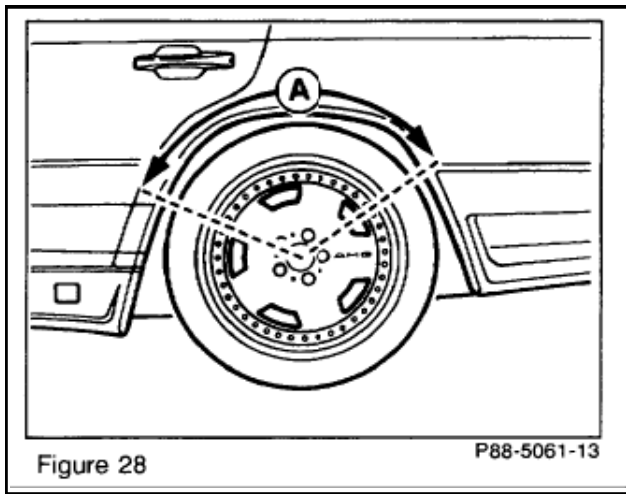
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10. Work fender lip contour so that the transition curve (B, Figure 26) is smooth.
11. Grind down detachable lower body panels so they properly align with the reworked fender contour. Reassemble body panels.

Rear fenders



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12. The inside edge of the rear fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 28) to accommodate the wider wheels and tires.
13. Grind off any excess PVC underbody protection before rebending the fender lip.
14. Use a hot air gun to carefully heat up the outer edge of the fender to 158 - 176 °F (70 - 80 °C).

Note : Do not overheat paint while applying heat.

15. The fender lip is reworked over the entire area (A, Figure 28) in several stages. A plastic hammer must be used to avoid damaging the paint.
16. Install new wheel/tire combination.

! WARNING! Only the M12 x 1.5 x 40 mm spherical wheel bolts supplied with the rims are to be used.

17. Evenly tighten wheel bolts to 110 Nm.

! WARNING! AMG light alloy wheel bolts must be retightened after 60 - 300 miles (100 - 500 km). Tightening torque: 110 Nm.

Part Name	Part Number
AMG light alloy wheel, 8 $\frac{1}{2}$ J x 17 H 2 ET 30 (section A) (complete with wheel bolts, rubber valve and center cap)	B6 602 0085
AMG light alloy wheel, 7 $\frac{1}{2}$ J x 17 H 2 ET 42 (section B) (complete with wheel bolts, rubber valve and center cap)	B6 602 0086
AMG light alloy wheel, 7 $\frac{1}{2}$ J x 17 H 2 ET 42 (section B) 1) (complete with wheel bolts, rubber valve and center cap)	B6 602 0087
AMG light alloy wheel, 7 $\frac{1}{2}$ J x 16 H 2 ET 31 (section C) 2) (complete with wheel bolts, rubber valve and center cap)	B6 602 0053
AMG light alloy wheel, 7 J x 15 H 2 ET 25 (section C) (complete with wheel bolts, rubber valve and center cap)	B6 602 0066
Fender flare kit	B6 602 0073
Spring compression kit	B6 602 0074
Center cap	201 400 04 25
Wheel bolts, M12 x 1.5 x 40 mm	124 400 04 70 124 400 00 70 3) 201 400 00 70 4)
Rubber valve	000 400 02 13
Locking wheel bolts	B6 640 8234 B6 640 8233 3)
1) Two-piece wheel. 2) Three-piece wheel. 3) For use with part number B6 602 0053 only. 4) For use with part number B6 602 0066 only.	

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Parts Information

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