Mercedes-Benz

service information

TO: **OUR MERCEDES-BENZ PASSENGER CAR DEALERS**

DATE: July 1995 (supersedes S.I. MBNA 40/25, April 1995) **REF. NO.** MBNA 40/25A

Revision ***Stick-on wheel weights to be used on some Mercedes-Benz and AMG accessory light alloy wheels.***
Discard previous S.I. only, not work instructions.

SUBJECT: **MODELS 124, 129, 140, 201, 202**
INSTALLATION OF AMG LIGHT ALLOY ACCESSORY WHEELS

The attached Work Instructions describe detailed procedures, including any required body/suspension modifications, for installing AMG light alloy accessory wheels.

Please refer to the following Work Instructions which describe detailed procedures for these modifications.

- W.I. 332 MODEL 124
- W.I. 334 MODEL 129
- W.I. 335 MODEL 140
- W.I. 336 MODEL 201
- W.I. 337 MODEL 202

See page 2 of this S.I. for a cross-reference table of AMG accessory wheels – tire size – wheel bolts – tightening torques.

Mercedes-Benz clip-on wheel weights cannot be installed on the outside of some Mercedes-Benz and AMG accessory light alloy wheels.
These wheels require stick-on type wheel weights (43c, Figure 1), part no. B 6 6 40 8121

⚠ **CAUTION!**
Non-Mercedes-Benz stick-on wheel weights **must not** be used for clearance reasons.

As previously, clip on wheel weights (43a) can be installed on the inside of the accessory wheel.

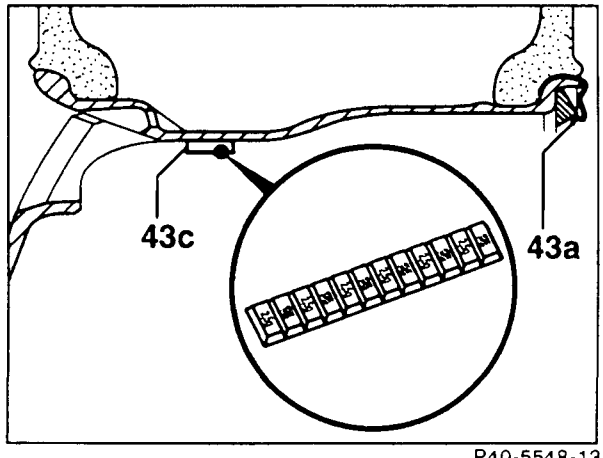


Figure 1 P40-5548-13

Order No. S-SI-MBNA-40/25A

Mercedes-Benz

Service

Group: 40

Work Instructions

Date: April 1995 **Number:** 332

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×17 H 2 ET 30

B. AMG LIGHT ALLOY WHEEL, $7^1/_2$ J×17 H 2 ET 42

C. AMG LIGHT ALLOY WHEEL, $7^1/_2$ J×16 H 2 ET 31 AND 7 J×15 H 2 ET 25

Also, the customer should refrain from frequently "topping off" the engine oil level.

Never add engine oil above the MAX mark on the oil dipstick (upper arrow, Figure 1, page 1).

For approved engine oil classifications and correct viscosity grades, refer to the latest edition of the *Factory Approved Service Products* sheet.

A. AMG LIGHT ALLOY WHEEL, 8½ J × 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.

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.

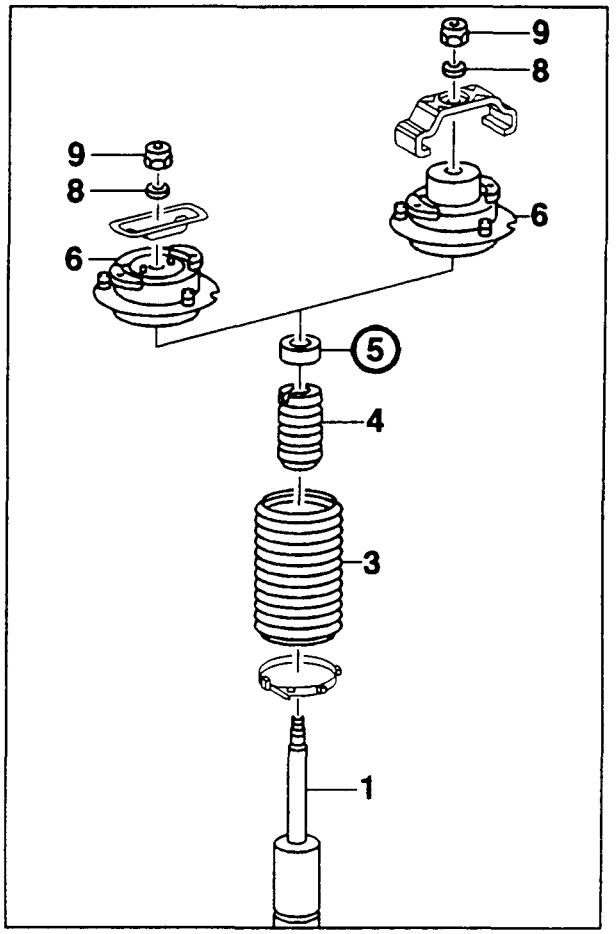


Figure 1 P32-5255-17

Front fenders

7. Remove lower body panel from front fenders.

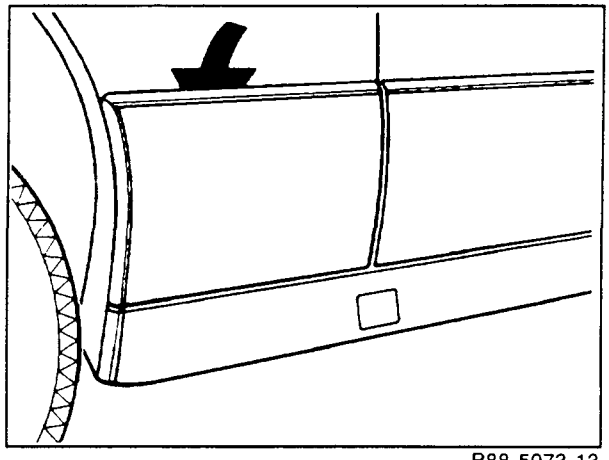


Figure 2 P88-5073-13

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

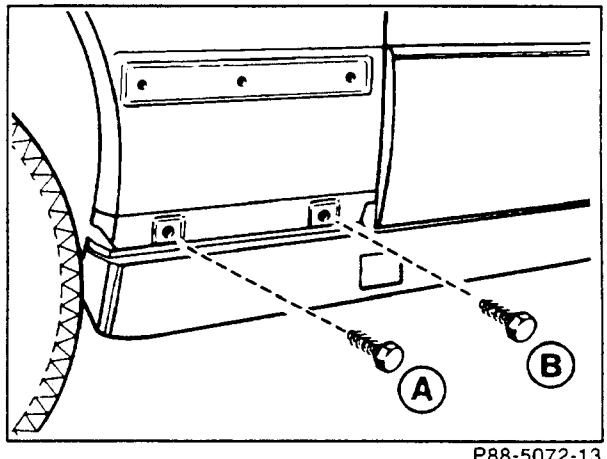


Figure 3 P88-5072-13

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

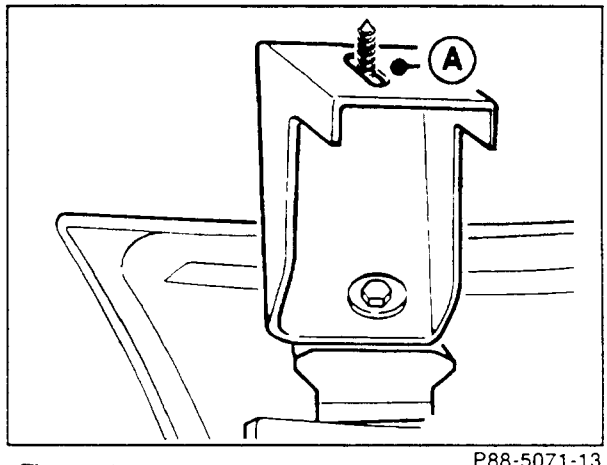


Figure 4 P88-5071-13

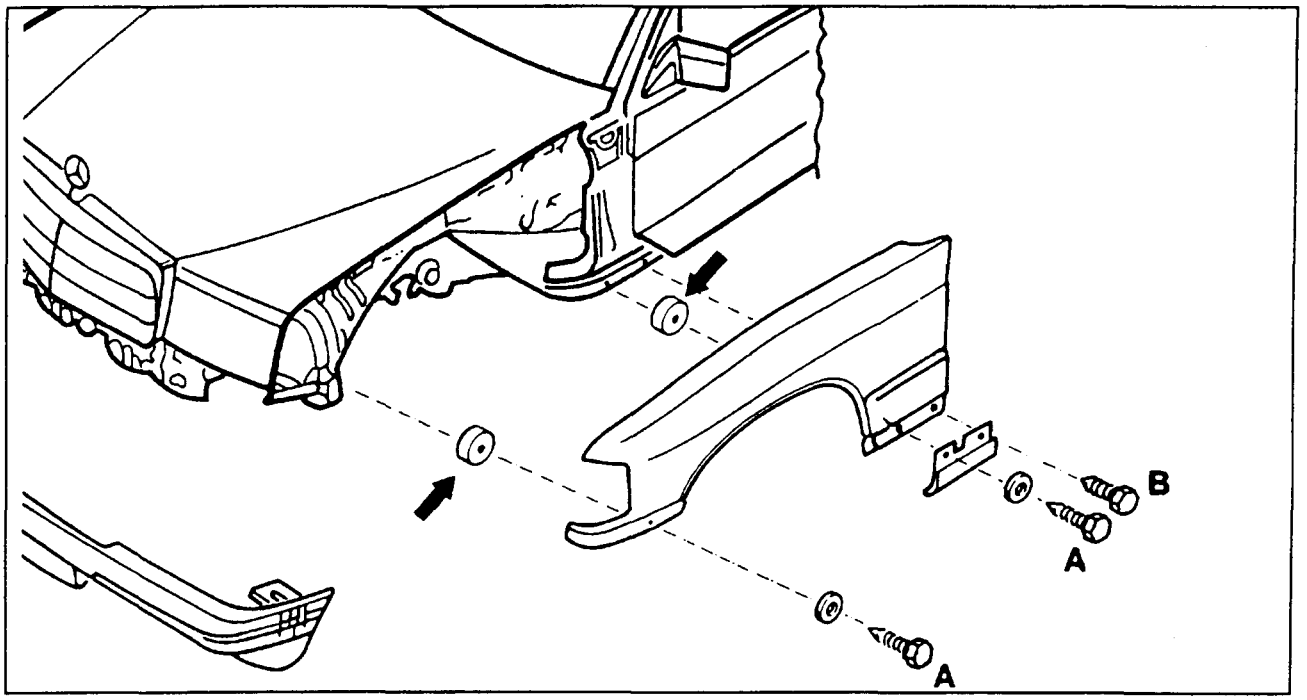


Figure 5

U88-5069-55B

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.

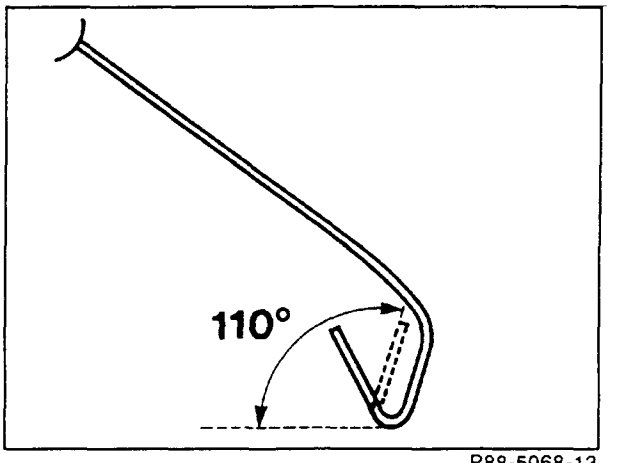
11. Finger tighten all bolts and visually inspect for correct alignment. Tighten bolts.

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).

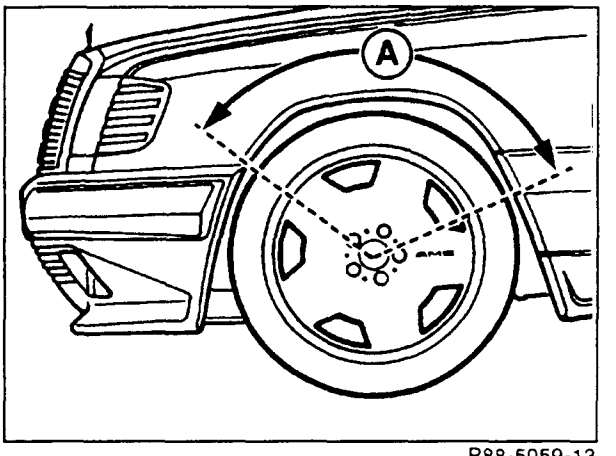
    Note:
    Do not overheat paint while applying heat.



P88-5068-13

Figure 6

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.

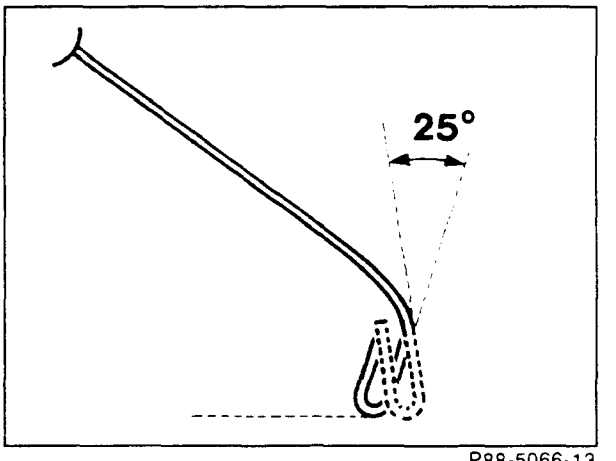


P88-5059-13

Figure 7

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).



P88-5066-13

Figure 8

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.

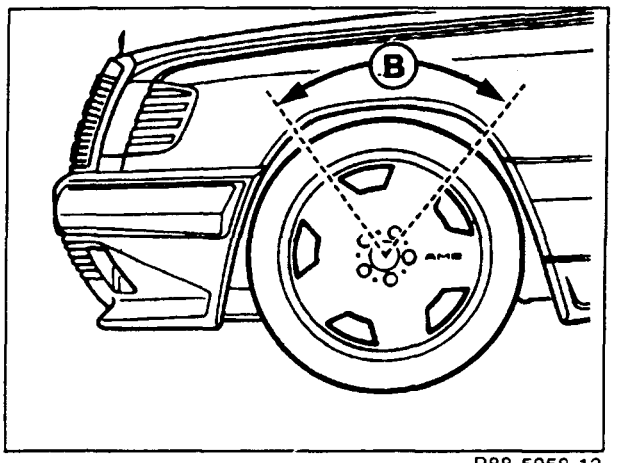


Figure 9 P88-5058-13

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.

21. Using a plastic hammer, carefully push out the wheel arch over an area approximately 150 mm × 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.

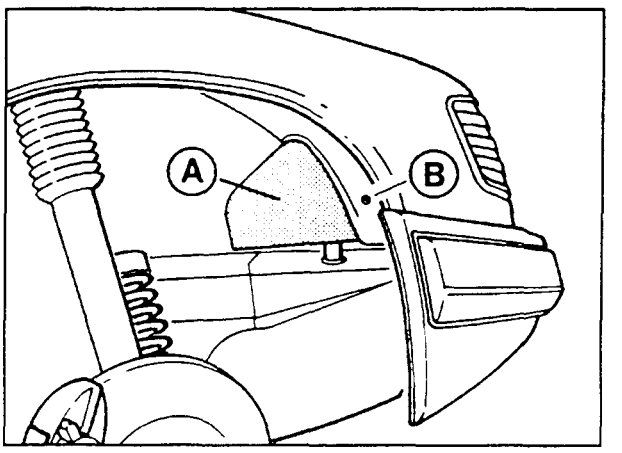


Figure 10 P88-5064-13

Rear fenders

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.

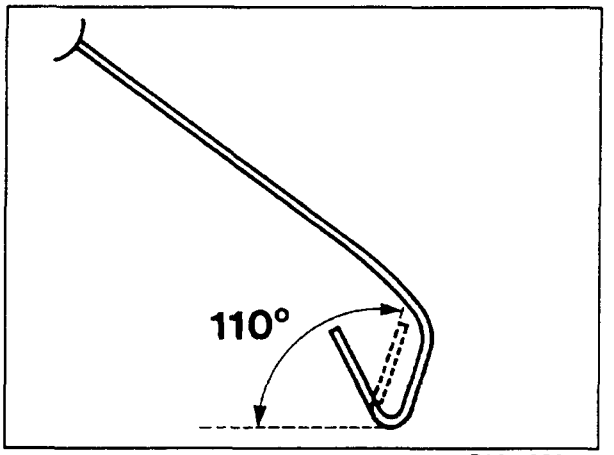


Figure 11 P88-5068-13

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.

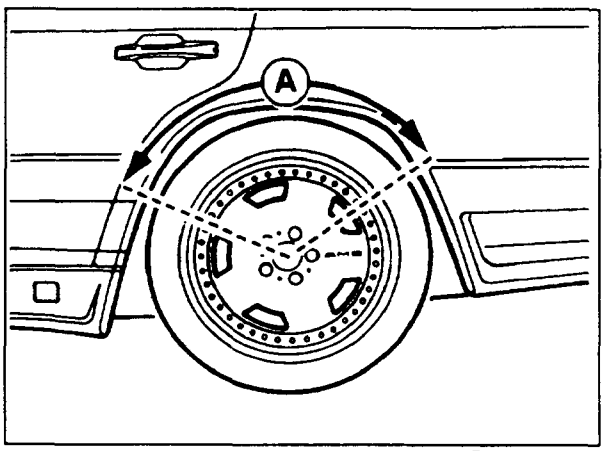


Figure 12 P88-5061-13

27. Install new wheel/tire combination.

    ⚠ **WARNING!**
    Only the M12 × 1.5 × 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, 7½ J×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 06 31 00.

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

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.

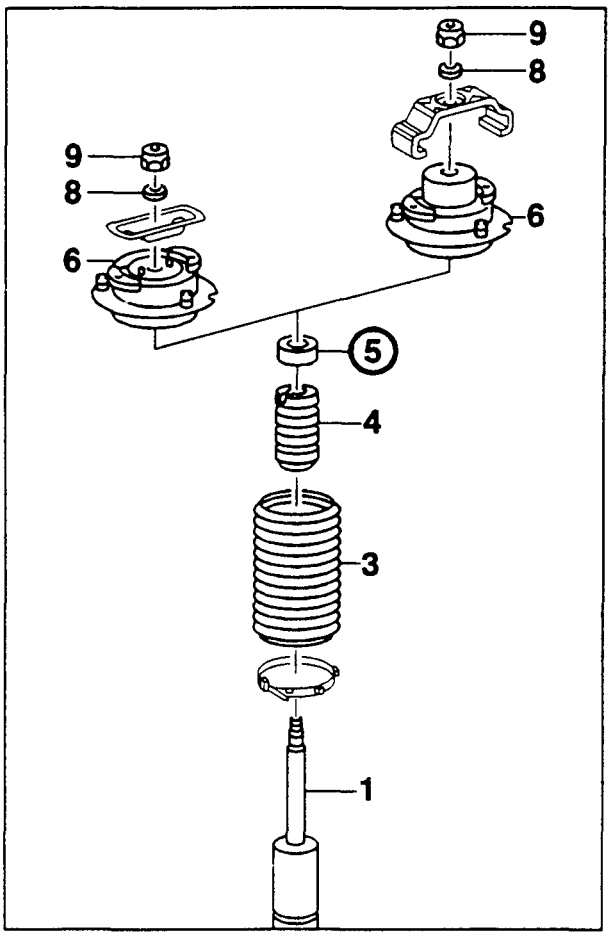
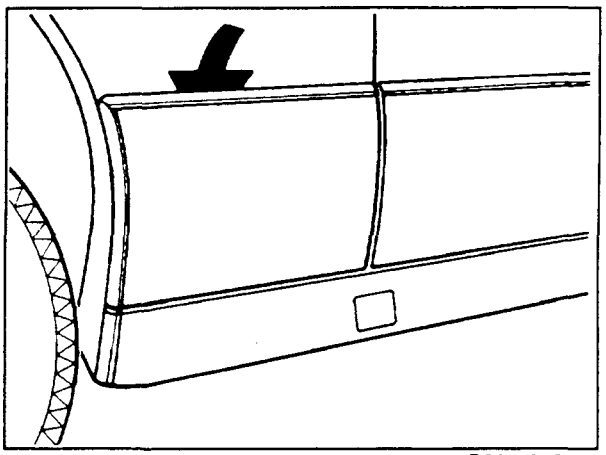


Figure 13 P32-5255-17

Front fenders

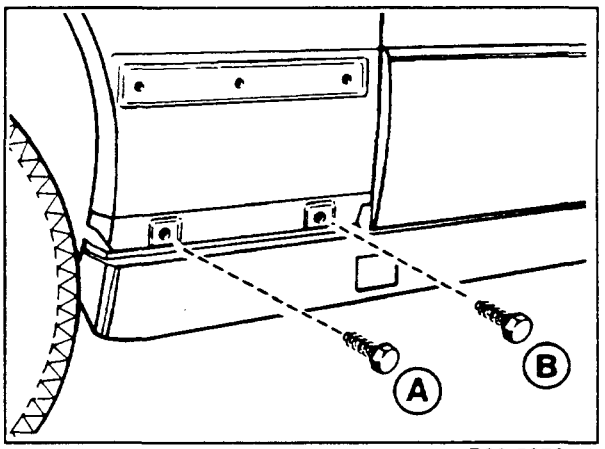
7. Remove lower body panel from front fenders.



P88-5073-13

Figure 14

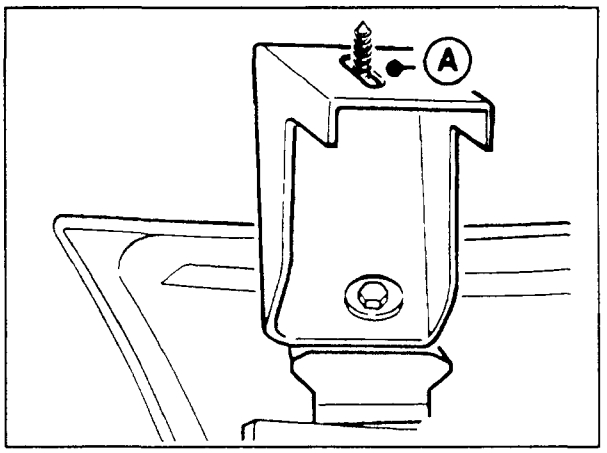
8. Remove the two fastening bolts (A and B, Figure 15).



P88-5072-13

Figure 15

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



P88-5071-13

Figure 16

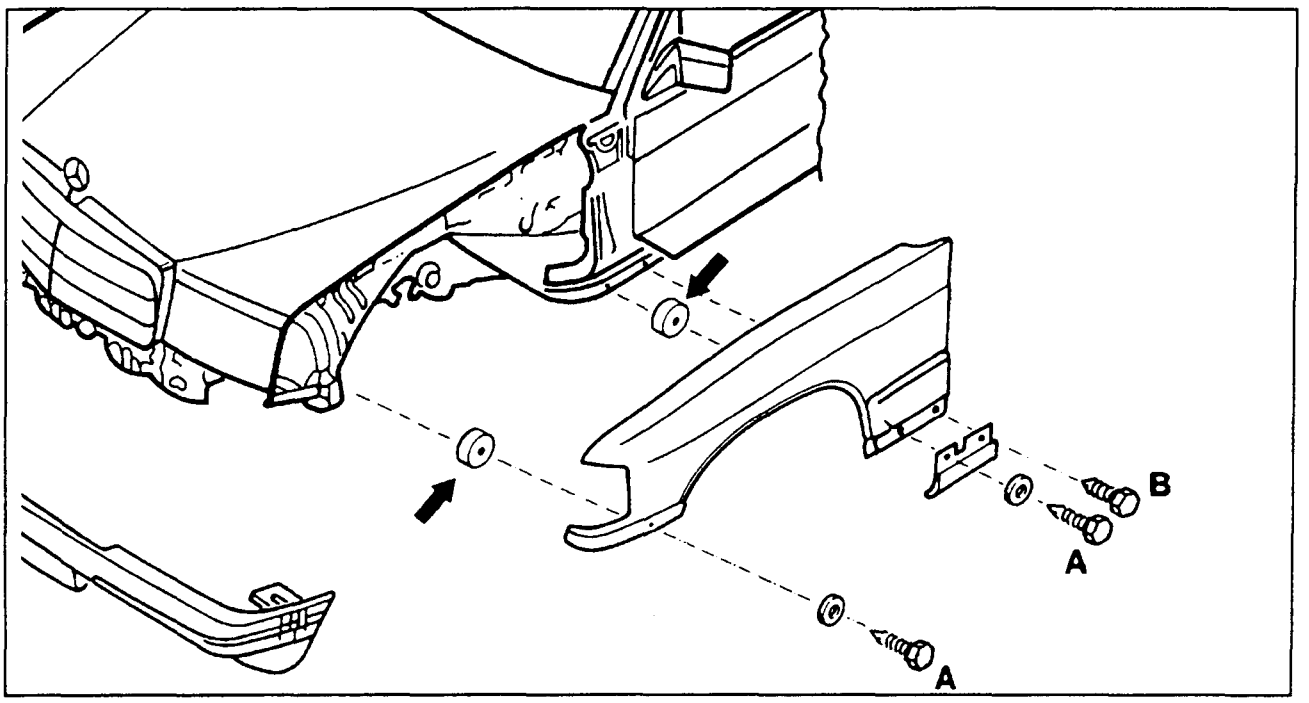


Figure 17

U88-5069-55B

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.

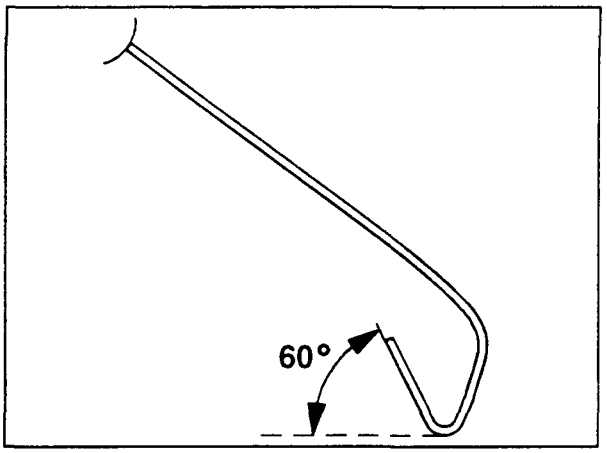
Note: Steps 12 through 15 are only required up to chassis end number:
124 B 065820
F 122351

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.

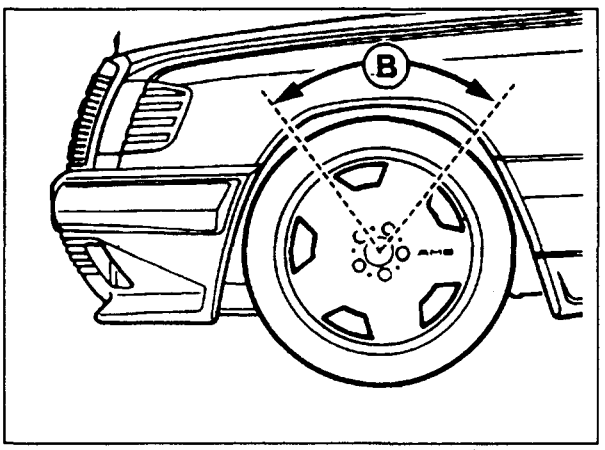
14. Use a hot air gun to carefully heat up the outer edge of the fender to 158 – 176 °F (70 – 80 °C).

    Note:
    Do not overheat paint while applying heat.



P88-5358-13
Figure 18

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.



P88-5058-13
Figure 19

16. Install new wheel/tire combination.

    ⚠ **WARNING!**
    Only the M12 × 1.5 × 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×16 H 2 ET 31 AND 7 J×15 H 2 ET 25

Note:

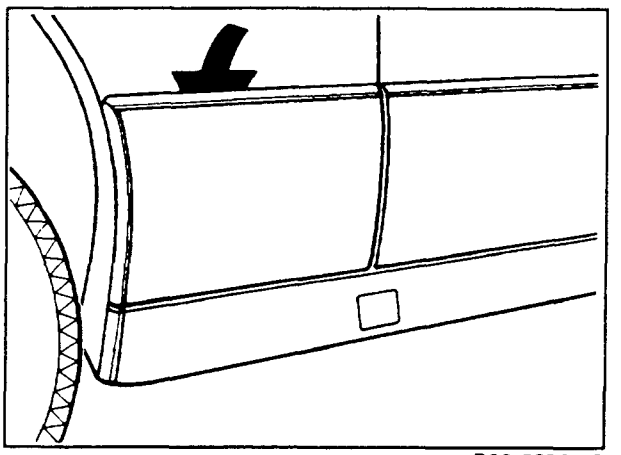
- These wheels may not be installed on model 124.036. In addition, the 7 1/2 J×16 H 2 ET 31 wheel may not be installed on models 124.034/230/290.

Front fenders

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.

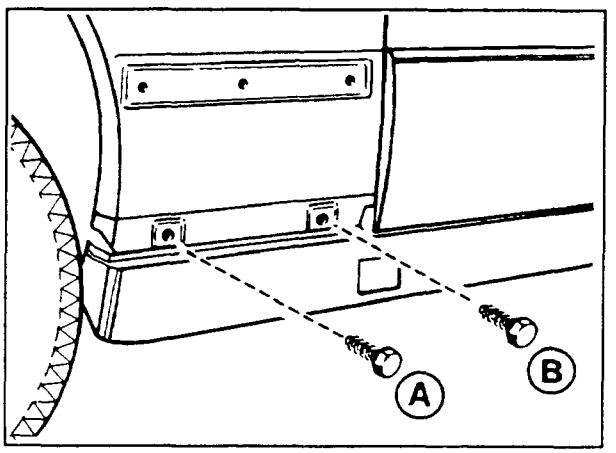
2. Remove lower body panel from front fenders.



P88-5073-13

Figure 20

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



P88-5072-13

Figure 21

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

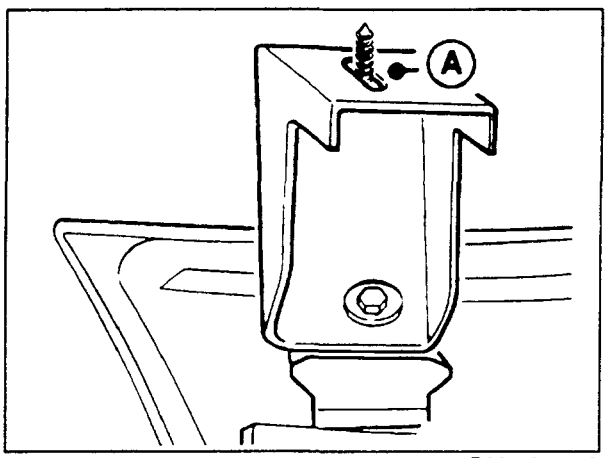


Figure 22

P88-5071-13

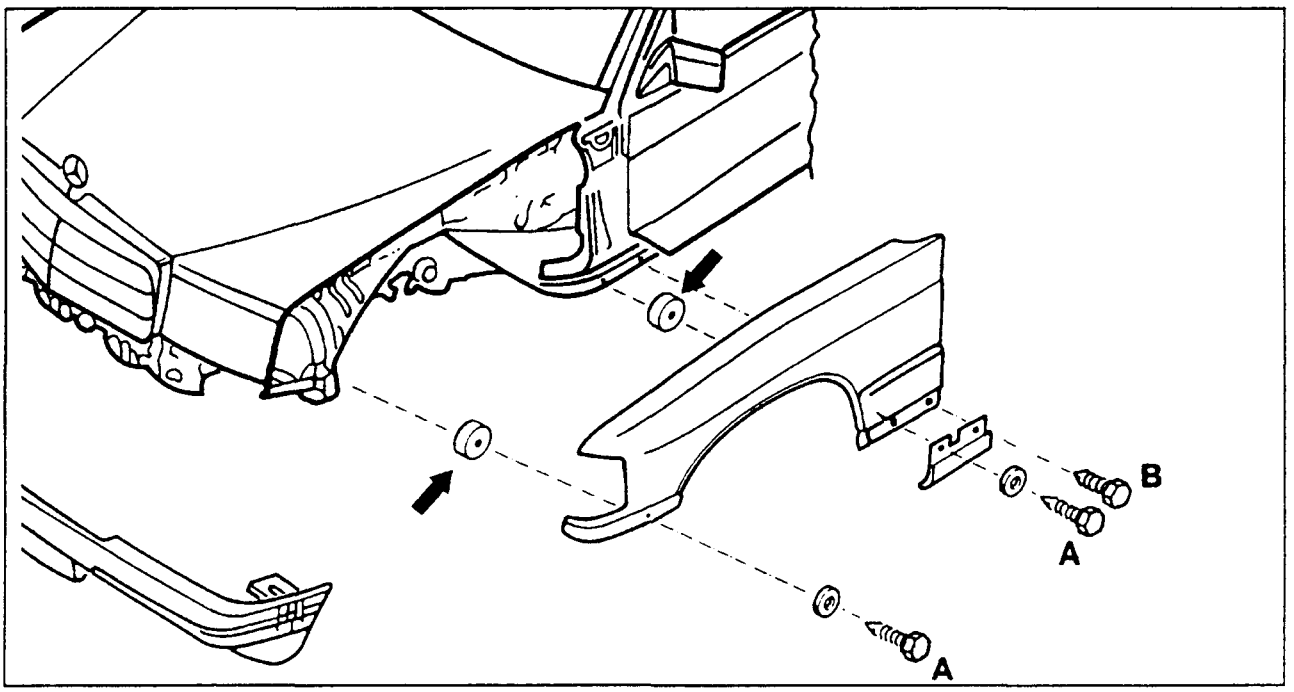


Figure 23

U88-5069-55B

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.

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.

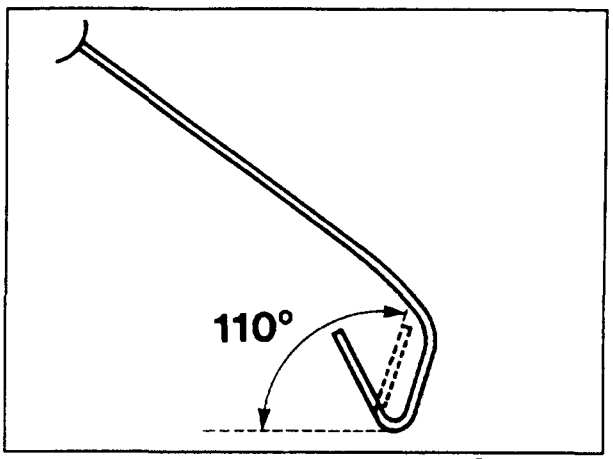


Figure 24 P88-5068-13

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.

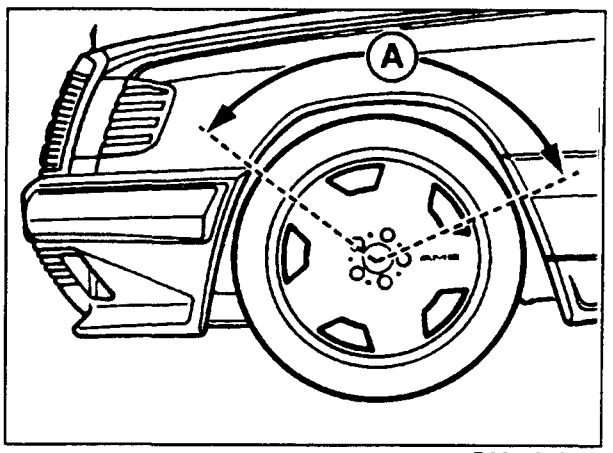


Figure 25 P88-5059-13

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.

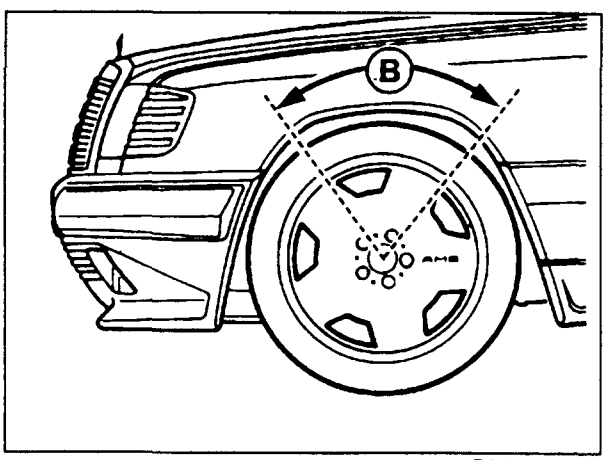


Figure 26 P88-5058-13

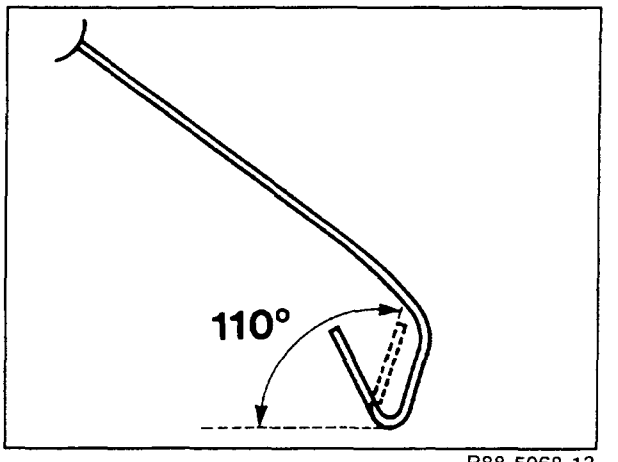
Rear fenders

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).

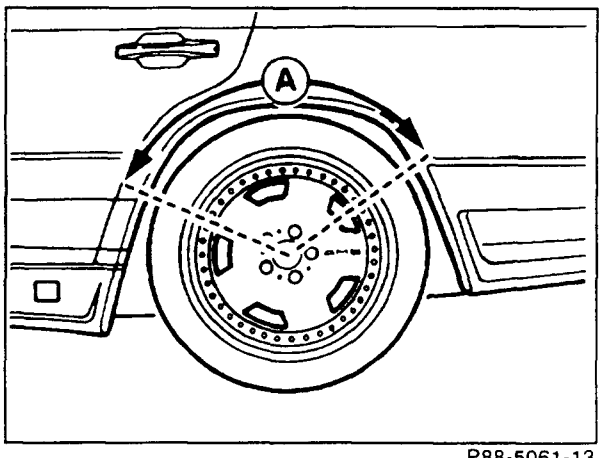
    Note:
    Do not overheat paint while applying heat.



P88-5068-13

Figure 27

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.



P88-5061-13

Figure 28

16. Install new wheel/tire combination.

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

13. 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.

Parts Information

Part Name	Part Number
AMG light alloy wheel, 8 1/2 J×17 H 2 ET 30 (section A) (complete with wheel bolts, rubber valve and center cap)	B6 602 0085
AMG light alloy wheel, 7 1/2 J×17 H 2 ET 42 (section B) (complete with wheel bolts, rubber valve and center cap)	B6 602 0086
AMG light alloy wheel, 7 1/2 J×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 1/2 J×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×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, M12×1.5 ×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.

Mercedes-Benz

Service

Work Instructions

Group: 40

Date: February 1995 **Number:** 334

SUBJECT: MODEL 129
INSTALLATION OF AMG LIGHT ALLOY ACCESSORY WHEELS

Front fenders

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. The inside edge of the front fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 2) to accommodate the wider wheels and tires.

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

4. 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.

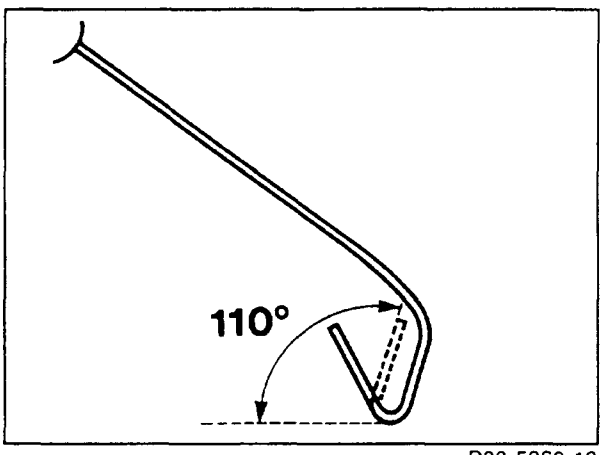
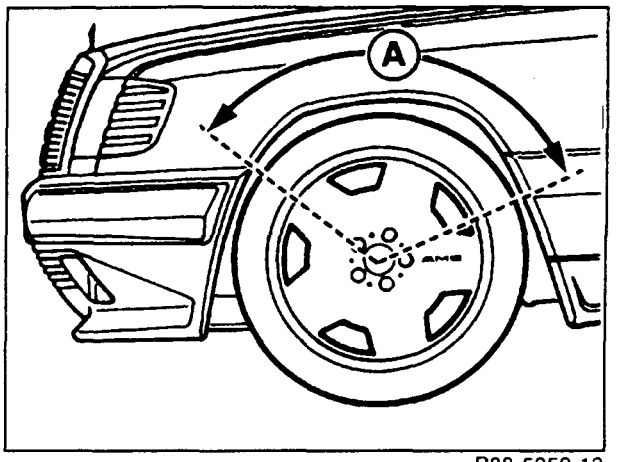


Figure 1 P88-5068-13

5. The fender lip is reworked over the entire area (A, Figure 2) in several stages. A plastic hammer must be used to avoid damaging the paint.

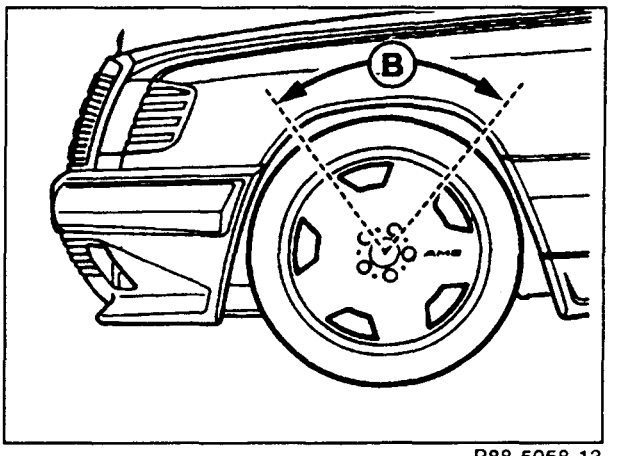


P88-5059-13

Figure 2

6. Work fender lip contour so that the transition curve (B, Figure 3) is smooth.

7. Grind down detachable lower body panels so they properly align with the reworked fender contour. Reassemble body panels.



P88-5058-13

Figure 3

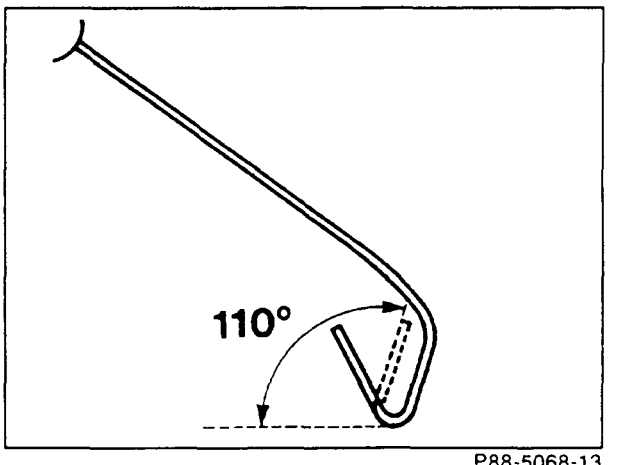
Rear fenders

8. The inside edge of the rear fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 5) to accommodate the wider wheels and tires.

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

10. 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.



P88-5068-13

Figure 4

11. The fender lip is reworked over the entire area (A, Figure 5) in several stages. A plastic hammer must be used to avoid damaging the paint.

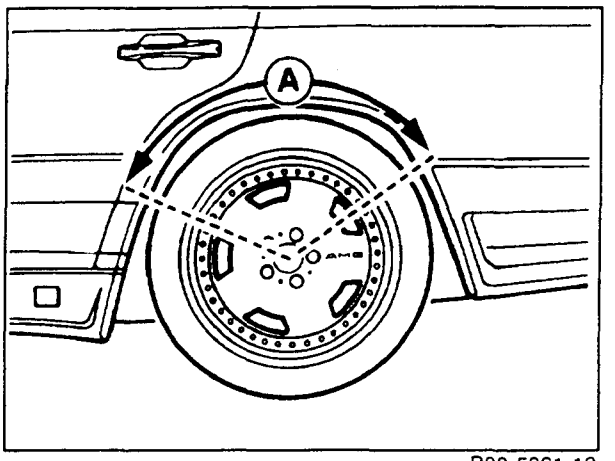


Figure 5 P88-5061-13

12. Install new wheel/tire combination.

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

13. 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.

Parts Information

Part Name	Part Number
AMG light alloy wheel, 8 1/2 J×17 H 2 ET 18 (complete with wheel bolts, rubber valve and center cap)	B6 602 0063
AMG light alloy wheel, 10 J×17 H 2 ET 17 1) (complete with wheel bolts, rubber valve and center cap)	B6 602 0064
Center cap	201 400 04 25
Wheel bolts, M12×1.5 ×40 mm	201 400 00 70
Rubber valve	000 400 02 13
Locking wheel bolts	B6 640 8233

1) For use on rear axle only, in conjunction with 8 1/2 J×17 H 2 ET 18 alloy wheel on front axle.

Mercedes-Benz

Service

Group: 40

Work Instructions

Date: February 1995 **Number:** 335

SUBJECT: MODEL 140.07
INSTALLATION OF AMG LIGHT ALLOY ACCESSORY WHEELS

Note: Models 140.03/04/05/13 do not require any modifications for the installation of AMG light alloy wheels.

Front fenders

1. Remove front and rear wheels.

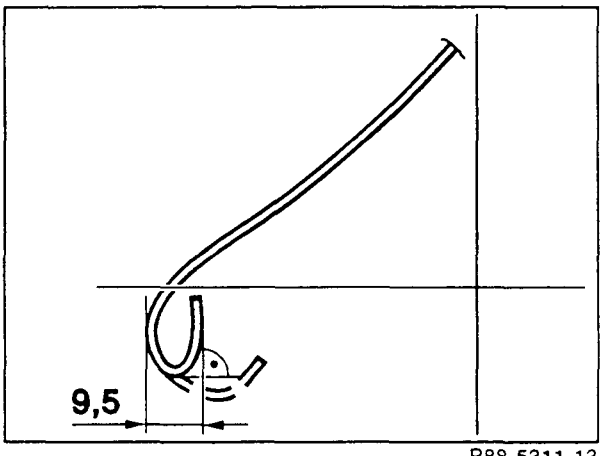
   ⚠ **WARNING!**
   If an original equipment alloy wheel is going to be retained as the spare wheel, five of the original wheel bolts must be kept with the spare wheel.

2. The inside edge of the front fenders must be rebent 30° over the complete wheel cutout (A, Figure 2) to accommodate the wider wheels and tires (bend lip so that rolled lip measures 9.5 mm).

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

4. 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.



P88-5311-13

Figure 1

5. The fender lip is reworked over the entire area (A, Figure 2) in several stages. A plastic hammer must be used to avoid damaging the paint.

6. Work fender lip contour so that the transition curve is smooth.

   Note:
   Repair any damage to paint or underbody protection.

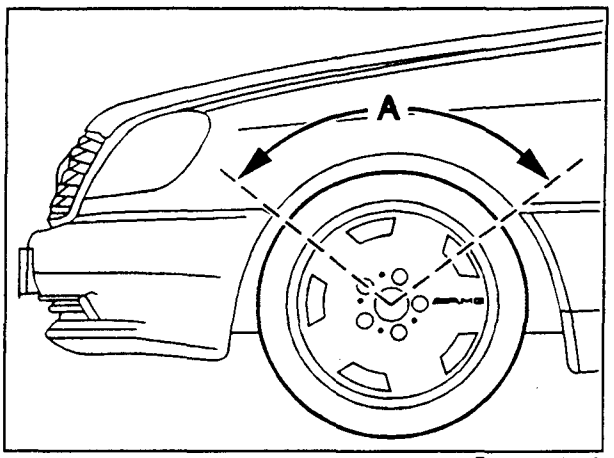


Figure 2 P88-5353-13

7. Install new wheel/tire combination.

   ⚠ **WARNING!**
   Only the M14×1.5×45 mm spherical wheel bolts supplied with the rims are to be used.

8. Evenly tighten wheel bolts to 150 Nm.

   ⚠ **WARNING!**
   AMG light alloy wheel bolts must be retightened after 60 – 300 miles (100 – 500 km).
   Tightening torque: 150 Nm.

9. Check clearance of front tires to inner wheelhouse molding, with wheel at left/right lock. If tire rubs or leaves chafe marks, the four screws securing the molding must be loosened so that the molding can be pushed back by the force of the tire.

Parts Information

Part Name	Part Number
AMG light alloy wheel, 8½ J×18 H 2 ET 47 (complete with wheel bolts, rubber valve and center cap)	B6 602 0084
Center cap	201 400 04 25
Wheel bolts, M14×1.5 ×45 mm	140 400 01 70
Rubber valve	000 400 02 13
Locking wheel bolts	B6 602 0202

Mercedes-Benz

Service

Group: 40

Work Instructions

Date: February 1995 **Number:** 336

SUBJECT: MODEL 201, AS OF M.Y. 1989
INSTALLATION OF AMG LIGHT ALLOY ACCESSORY WHEELS

This Work Instruction is divided into two sections, A – B. Each section covers the body/suspension modifications necessary to accommodate the specific AMG wheels.

A. AMG LIGHT ALLOY WHEEL, 7 J×15 H 2 ET 35

B. AMG LIGHT ALLOY WHEEL, $7^1/_2$ J×16 H 2 ET 31

A. AMG LIGHT ALLOY WHEEL, 7 J×15 H 2 ET 35

Front fenders

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.

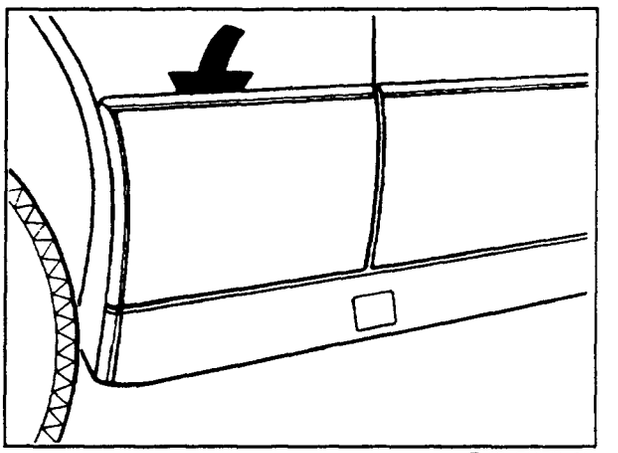


Figure 1 P88-5073-13

3. Remove the two fastening bolts (A and B, Figure 2).

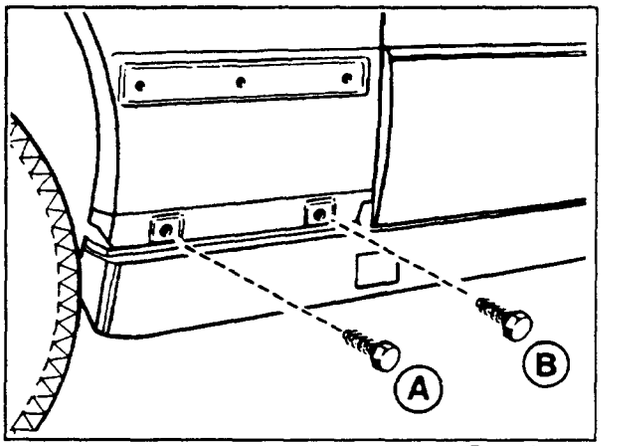


Figure 2 P88-5072-13

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

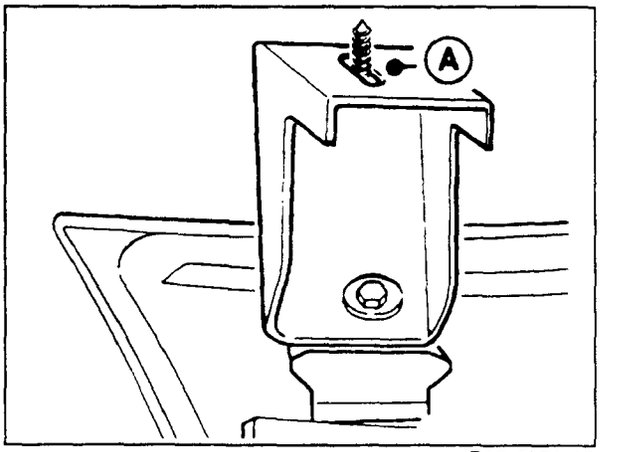


Figure 3 P88-5071-13

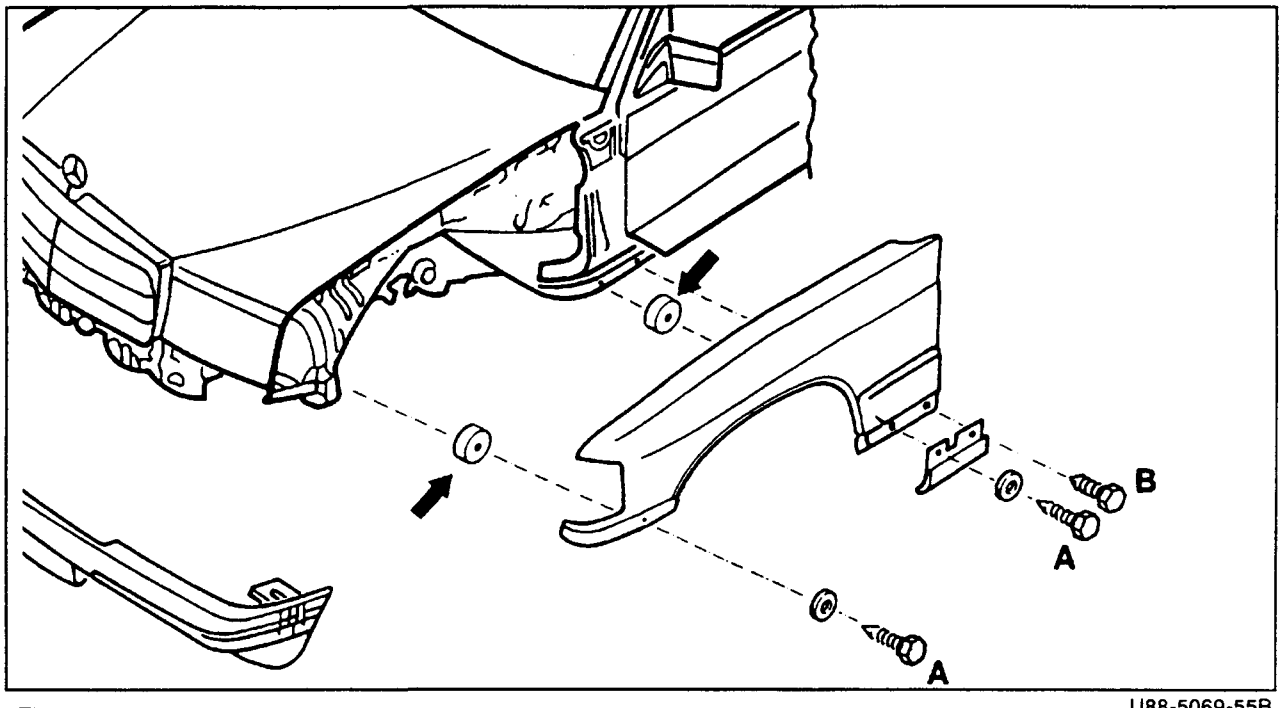


Figure 4

U88-5069-55B

5. Press sides of bumper downward and unscrew bolts (A and B, Figure 4).
   Position spacers (arrows) between fender and body as shown. Ensure that the holes align for easier installation.

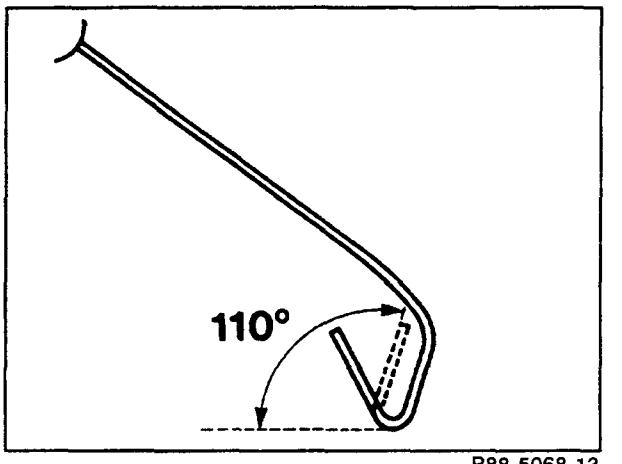
6. Finger tighten all bolts and visually inspect for correct alignment. Tighten bolts.

7. The inside edge of the front fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 6) to accommodate the wider wheels and tires.

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

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

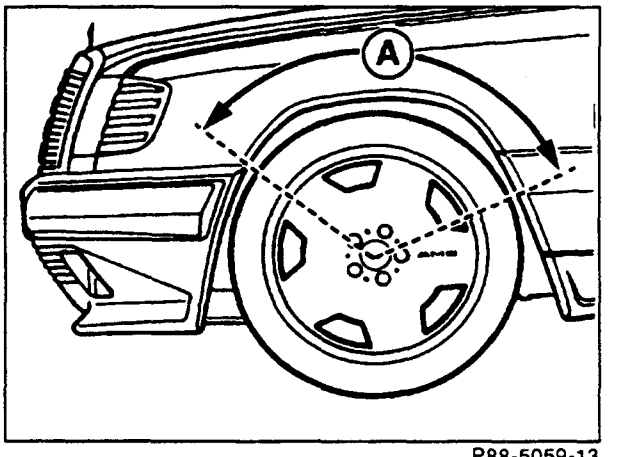
   Note:
   Do not overheat paint while applying heat.



P88-5068-13

Figure 5

10. The fender lip is reworked over the entire area (A, Figure 6) in several stages. A plastic hammer must be used to avoid damaging the paint.

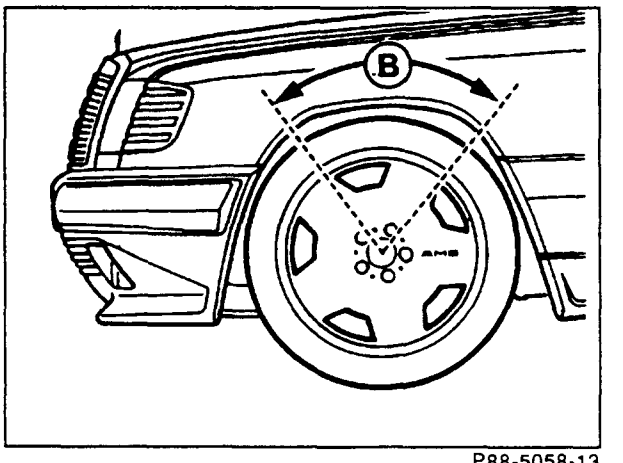


P88-5059-13

Figure 6

11. Work fender lip contour so that the transition curve (B, Figure 7) is smooth.

12. Grind down detachable lower body panels so they properly align with the reworked fender contour. Reassemble body panels.



P88-5058-13

Figure 7

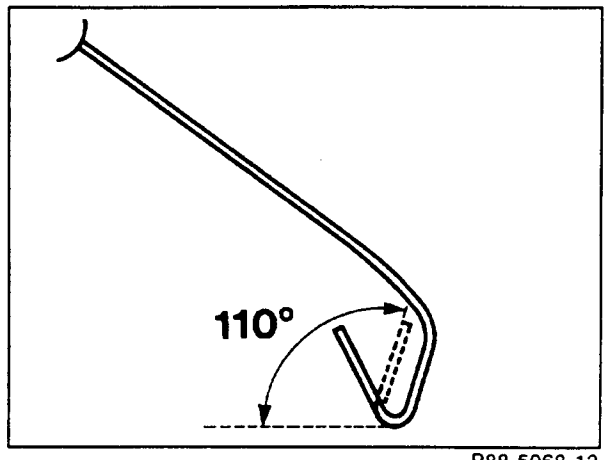
Rear fenders

13. The inside edge of the rear fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 9) to accommodate the wider wheels and tires.

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

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

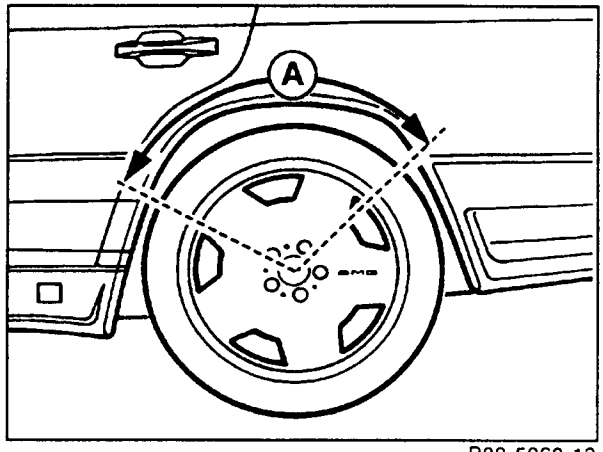
    Note:
    Do not overheat paint while applying heat.



P88-5068-13

Figure 8

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



P88-5060-13

Figure 9

17. Install new wheel/tire combination.

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

18. 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.

B. AMG LIGHT ALLOY WHEEL, 7 1/2 J×16 H 2 ET 31

Front fenders

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.

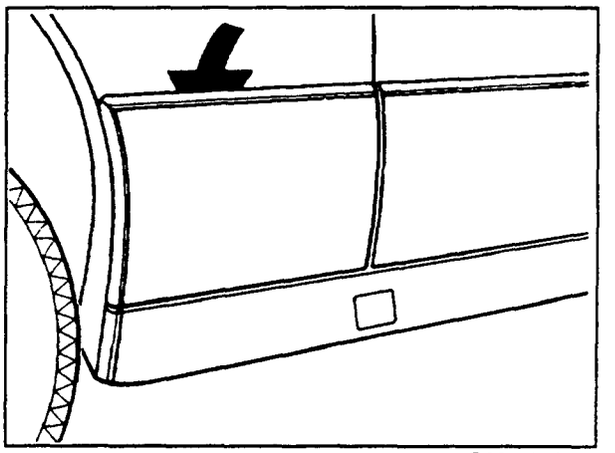


Figure 10 P88-5073-13

3. Remove the two fastening bolts (A and B, Figure 11).

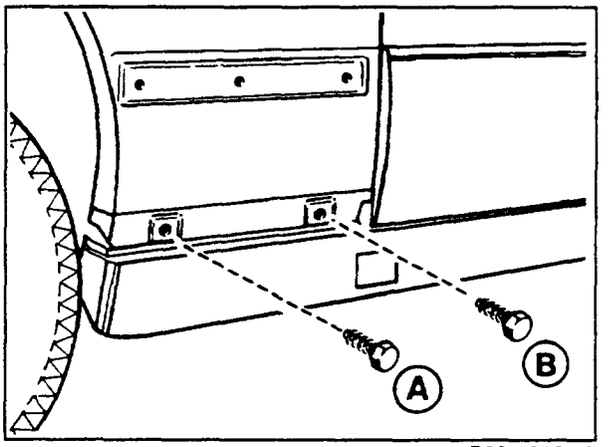


Figure 11 P88-5072-13

4. Loosen bolt (A, Figure 12) on side of bumper.

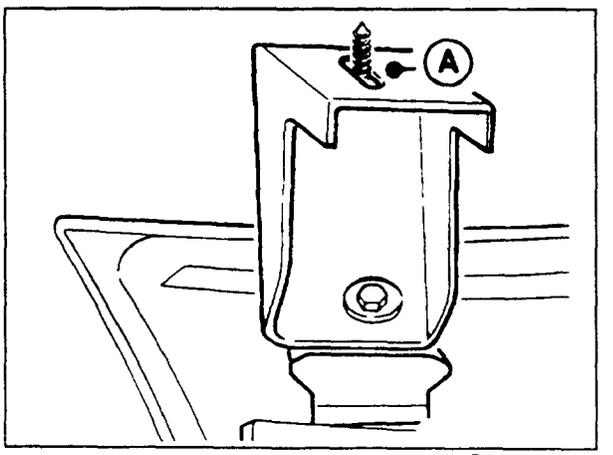


Figure 12 P88-5071-13

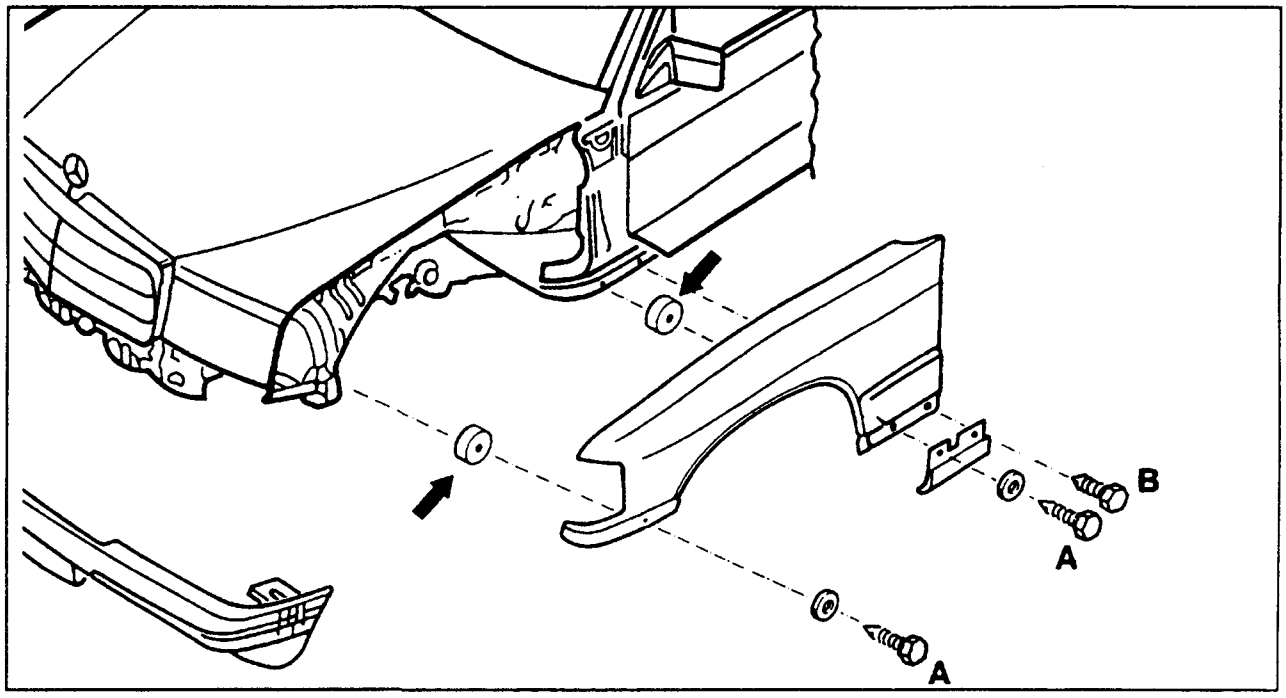


Figure 13

U88-5069-55B

5. Press sides of bumper downward and unscrew bolts (A and B, Figure 13).
   Position spacers (arrows) between fender and body as shown. Ensure that the holes align for easier installation.

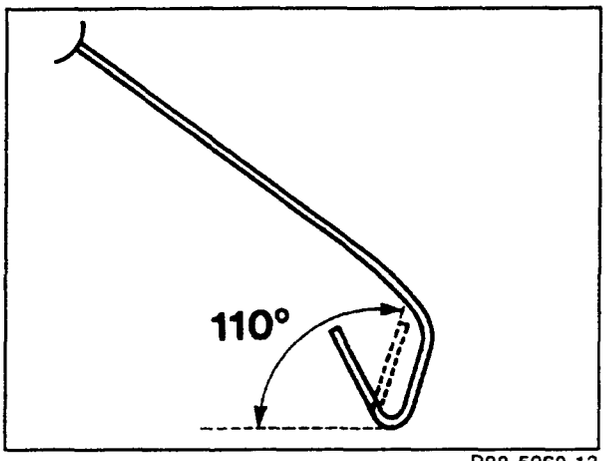
6. Finger tighten all bolts and visually inspect for correct alignment. Tighten bolts.

7. The inside edge of the front fenders must be rebent to an angle of 110° over the complete wheel cutout (A, Figure 14) to accommodate the wider wheels and tires.

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

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

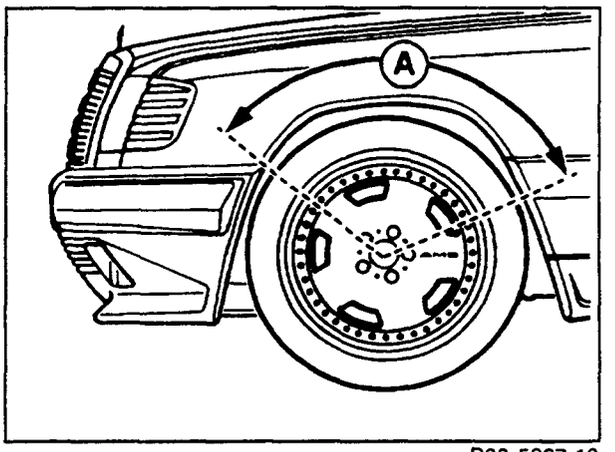
   Note:
   Do not overheat paint while applying heat.



P88-5068-13

Figure 14

10. The fender lip is reworked over the entire area (A, Figure 18) in several stages. A plastic hammer must be used to avoid damaging the paint.

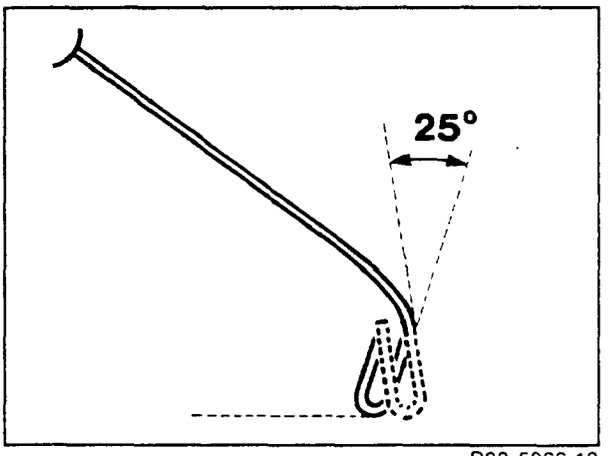


P88-5067-13

Figure 18

11. 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).



P88-5066-13

Figure 19

12. Loosen the two bolts which secure the windshield washer reservoir. Secure the container up and away from its original position.

13. 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.

14. Using a plastic hammer, carefully push out the wheel arch over an area approximately 150 mm × 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.

15. 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.

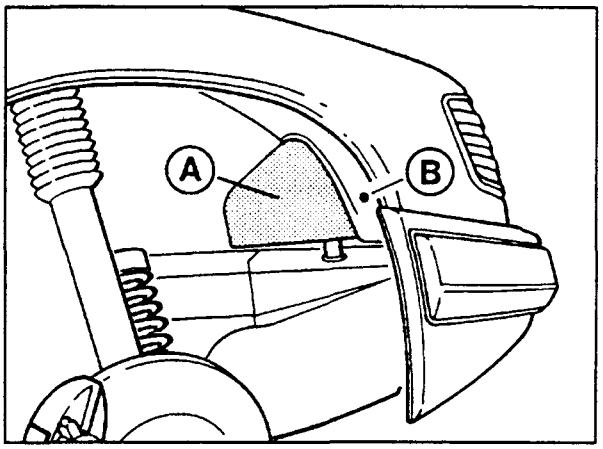


Figure 20 P88-5064-13

16. Install new wheel/tire combination.

    ⚠ **WARNING!**
    Only the M12 × 1.5 × 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.

Parts Information

Part Name	Part Number
AMG light alloy wheel, 7 J×15 H 2 ET 35 (section A) (complete with wheel bolts, rubber valve and center cap)	B6 602 0058
AMG light alloy wheel, 7 1/2 J×16 H 2 ET 31 (section B) 1) (complete with wheel bolts, rubber valve and center cap)	B6 602 0053
Fender flare kit	B6 602 0071
Center cap	201 400 04 25
Wheel bolts, M12×1.5 ×40 mm	124 400 00 70
Rubber valve	000 400 02 13
Locking wheel bolts	B6 640 8233

1) Three-piece wheel.

Mercedes-Benz

Service

Work Instructions

Group: 40

Date: February 1995 **Number:** 337

SUBJECT: MODEL 202
INSTALLATION OF AMG LIGHT ALLOY ACCESSORY WHEELS

Note: *The procedure described below may also be applied to accident repairs of C 36 AMG vehicles.*

Front fenders

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. The inside edge of the front fenders must be rebent to an angle of 100° over the complete wheel cutout (A, Figure 2) to accommodate the wider wheels and tires (bend lip so that rolled lip measures 5 mm).

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

4. 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.

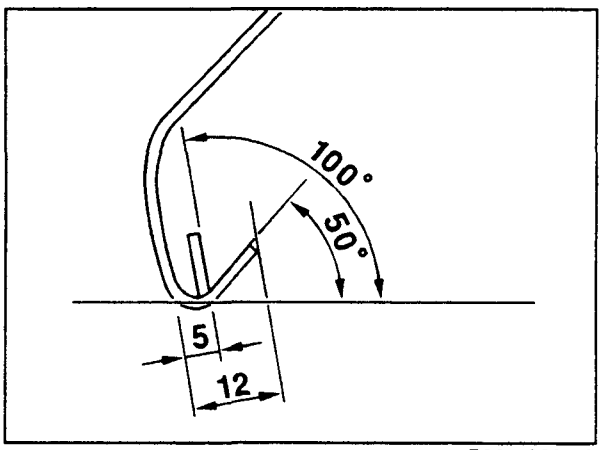
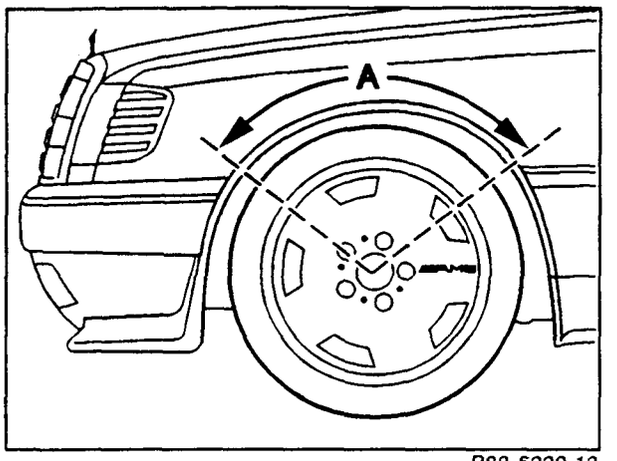


Figure 1 P88-5329-13

5. The fender lip is reworked over the entire area (A, Figure 2) in several stages. A plastic hammer must be used to avoid damaging the paint.

   Note:
   Repair any damage to paint or underbody protection.

6. The tapered edges of the fender lip (in area A) should be checked for adequate clearance and reworked, if necessary.



P88-5330-13

Figure 2

7. Install new wheel/tire combination.

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

8. 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.

Parts Information

Part Name	Part Number
AMG light alloy wheel, 7 1/2 J×17 H 2 ET 35 (complete with wheel bolts, rubber valve and center cap)	B6 602 0083
AMG light alloy wheel, 8 1/2 J×17 H 2 ET 30 1) (complete with wheel bolts, rubber valve and center cap)	B6 602 0085
Center cap	201 400 04 25
Wheel bolts, M12×1.5 ×40 mm	124 400 04 70
Rubber valve	000 400 02 13
Locking wheel bolts	B6 640 8234

1) For use on rear axle only, in conjunction with 7 1/2 J×17 H 2 ET 35 alloy wheel on front axle.

For a listing of currently approved tires, please refer to the latest edition of the factory-approved tires Service Information in group 40. We recommend that only factory approved tires be used on any Mercedes-Benz vehicle.

The use of snow chains with AMG light alloy wheels is not permitted.

Warranty Information

The AMG light alloy accessory wheels are covered by the 12 month limited Parts and Accessory Warranty (S-0417-K00).

Cross-reference

Model	AMG light alloy wheel	Tire size	Wheel bolt 5)	Wheel bolt part no.
124	8 1/2 J×17 H 2 ET 30	235/45 ZR 17	M12×1.5 ×40 mm	124 400 04 70
	7 1/2 J×17 H 2 ET 42	225/45 ZR 17		
	7 1/2 J×16 H 2 ET 31	205/55 R 16	M12×1.5 ×40 mm	124 400 00 70
	7 J×15 H 2 ET 25	205/60 R 15	M12×1.5 ×40 mm	201 400 00 70
129	8 1/2 J×17 H 2 ET 18	245/45 ZR 17 2)	M12×1.5 ×40 mm	201 400 00 70
	10 J×17 H 2 ET 17 1)	255/40 ZR 17		
140	8 1/2 J×18 H 2 ET 47 3)	255/45 ZR 18	M14×1.5 ×45 mm	140 400 01 70
201	7 J×15 H 2 ET 35	205/55 R 15	M12×1.5 ×40 mm	124 400 00 70
	7 1/2 J×16 H 2 ET 31	225/45 R 16		
202	7 J×15 H 2 ET 37 4)	205/60 R 15		
	7 1/2 J×17 H 2 ET 35	225/45 R 17	M12×1.5 ×40 mm	124 400 04 70
	8 1/2 J×17 H 2 ET 30 1)	245/40 R 17		

1) For use on rear axle only.
2) Change front tire size to 235/45 ZR 17 if 10 J×17 H 2 ET 17 are used on rear axle.
3) Modifications required on models 140.07 only, models 140.03/04/05/13 require no modification.
4) Requires no modifications to install.
5) The tightening torque for all wheel bolts is 110 Nm, except for model 140 which is 150 Nm.