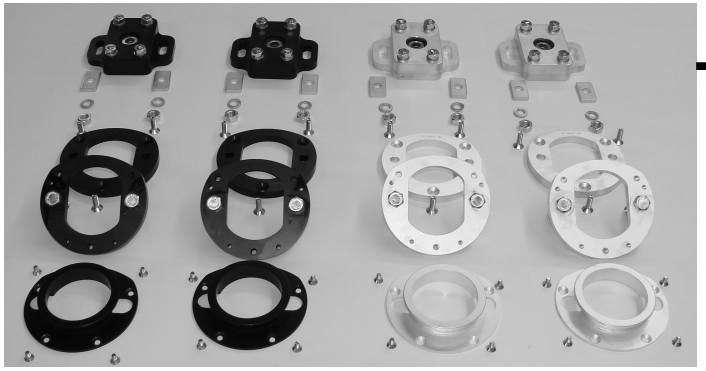
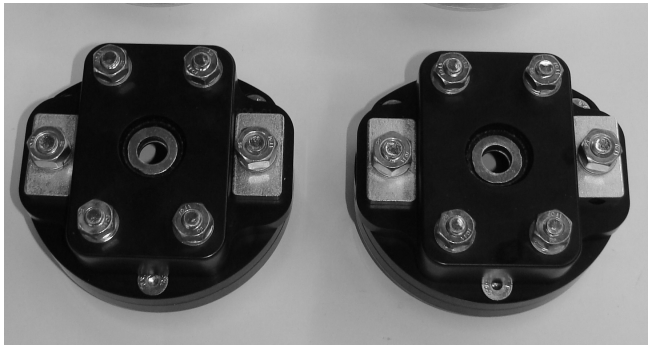
RDM TEK SHOCK TOWER INSTALLATION GUIDE

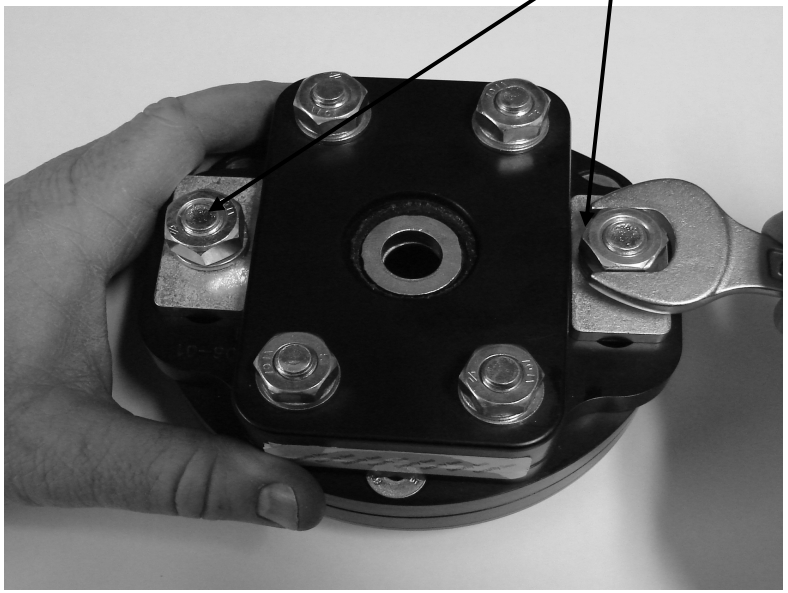




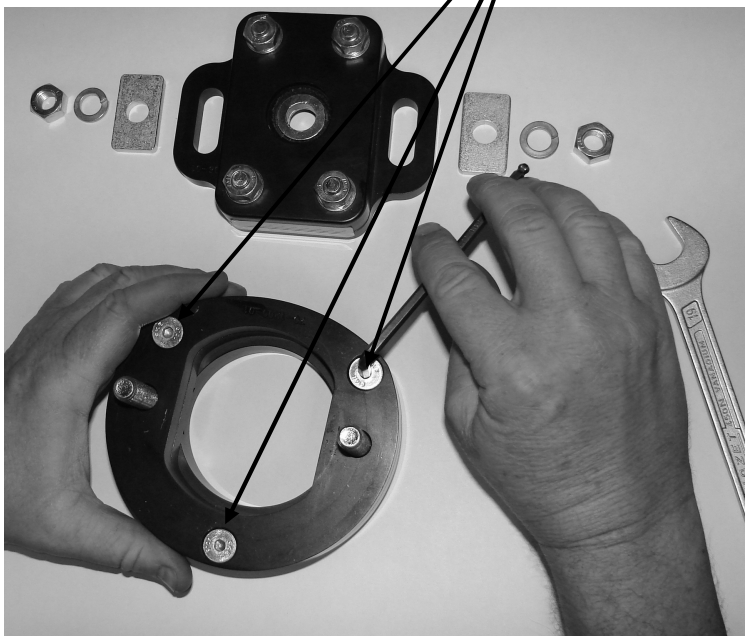
Shock Tower Preparation

Only 5 fasteners are to be removed from Assembly as shipped to customer

Remove 2 @ 19 mm Nuts, Lock Washer and Rectangular Washers, set aside



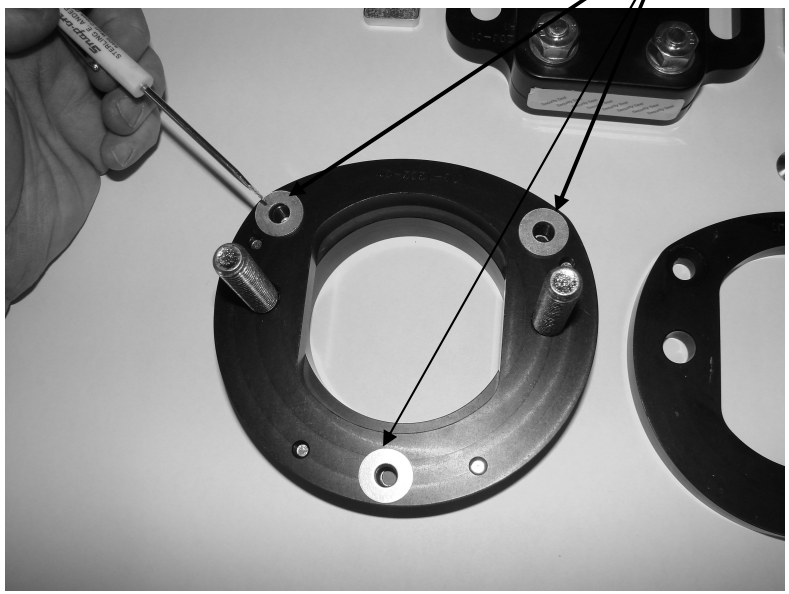
Remove 3 @ M8 C'Sink Screws



Shock Tower Preparation:

STOP After 5 hardware items are removed and read the install guide!

Remove these three washers and discard. They are not used for installation and assembly.



These 3 washers are used for shipping Spacers only >> Discard them

DO NOT REMOVE THESE 4 @ 17 MM NUTS

DO NOT DISASSEMBLE THIS PLATE AND PRESSED IN M12 STUDS

RDM TEK Shock Tower with Camber Adjustment: OVERVIEW

- READ THIS ENTIRE GUIDE BEFORE DOING ANY EFFORT TO BUY OR INSTALL THE SHOCK TOWER KIT
- TABLE OF CONTENTS PAGE 5
- INSPECT YOUR CAR, BUY OTHER PARTS YOU MAY NEED, (THESE CARS ARE GETTING OLDER AND PARTS MAY NOT BE IN MB OR OUR STOCK, SO BUY BEFORE YOU TEAR YOUR CAR DOWN.)
- DISASSEMBLY INSTRUCTIONS
- TORQUE VALUES
- ASSEMBLY INSTRUCTIONS
- THANK YOU FOR YOUR INTEREST IN RDM TEK SHOCK TOWER SYSTEM AND MB FRONT END COMPONENTS

RDM TEK Shock Tower Installation Guide for Assembly number 90-1000-01

- Slide 6 to 8: Application Guide
- Slide 9 & 10: General Safety Instructions
- Slide 11: Hand Tools Required
- Slide 12 to 17: Additional Parts You May Need
- Slide 18 to 27: Disassembly Guide
- Slide 28 to 30 to: Torque Values
- Slide 31 to 56: Installation Guide for New Shock Tower Kit. >> Take Your Time !!

Application Guide

RDM TEK Inc. Shock Tower Kit, PN: 90-1000-01, has been designed to reduce flexure of the shock tower housing, while permitting up to 0.8 degrees of Camber Adjustment. No Acoustic Noise has been noticeable with the RDM TEK Shock Tower Kit. (Competitive Systems using Rigid Bearings have been known to transmit noise into the passenger compartment)

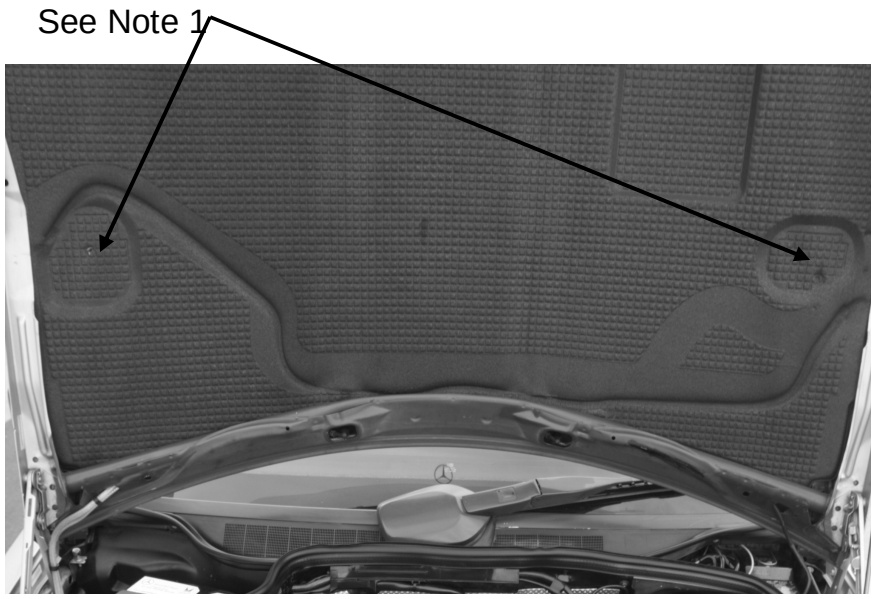
Chassis	Model	Years
124.026	260E	87-89
124.026	300E 2.6	90-92
124.028	300E 2.8	1993
124.030	300E	86-92
124.032	300E / E320	93-95
124.050	300CE	88-89
124.051	300CE	90-92
124.052	300CE/E320	93-95
124.066	300E/E320Conv	93-95
124.090	300TE	88-92

Chassis	Model	Years
124.092	300TE/E320T	93-95
124.128	300D 2.5 Turbo	90-93
124.131	E300 Diesel	1995
124.133	300D Turbo	1987
124.193	300TD Turbo	1987
124.230	300E 4Matic	90-93
124.290	300TE 4Matic	90-93
V8 CARS		
124.034	400E / E420	92-95
124.036	500E / E500	92-94

Note: On 124's close hood slowly and check for clearances. Some cars may have frames which reduce the amount of clearance between shock tower and hood.

Application Guide Continued (201 Chassis Cars)

Chassis	Model	Years
201.024	190E 2.3	84-86
201.028	190E 2.3	87-93
201.029	190E 2.6	87-92
201.034	190E 2.3 – 16	86-87
201.122	190D 2.2	84-85
201.126	190D 2.5	86-89
201.128	190D 2.5 Turbo	87-89



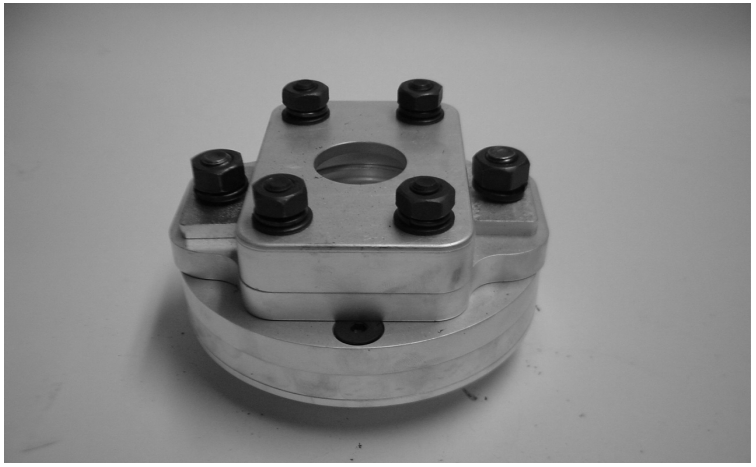
Notes:

1) On 190's the clearance between shock tower hardware (M10's) may touch the insulation layer under the hood and rub a depression in the insulation.
2) On 190's close hood slowly and check for clearances. Some cars may have frames which reduce the amount of clearance between shock tower and hood.
3) RDMTEK may custom design and build a shock tower for these lower clearance applications which eliminate the M10 visible hardware on the Camber Plate. This design would be non serviceable. If you want to pursue a custom design, contact sales@rdmtek.com. Lead Time about 3 months.

Application Guide

- **RDM TEK Inc. Shock Tower Kit, PN: 90-1000-01, replaces Mercedes Benz Shock Mount Shown below. This kit permits 0.8 degrees of Camber Adjustment on each side of the factory default position.**

MB Stock Shock Tower
MB PN: 1243200473 (124.230 and 124.290)
MB PN: 1243201444 (All other 124 body)
MB PN: 2013200744 (201 Body Old Number)
MB PN: 2013230867 (201 Body New Number)



RDM TEK Shock Tower,
with Camber Adjustment
RDM TEK PN 90-1000-01

Safety Instructions: Overview

- **Read and Understand the entire RDM TEK Shock Tower (90-1000-01) installation guide, before you disassemble your vehicle. Make sure that you have all miscellaneous parts that your car may need during this procedure (such as Brake lines, Pads, Rotors, Wheel Bearings, Shock Tower Boots, Rubber bumpers, cable clips, etc)**

- **Shock Tower Kit, 90-1000-01 requires two persons to install this kit. One Person must be a knowledgeable Automotive Mechanic familiar with Suspension Systems. Both Persons should have a good grasp of work place safety precautions.**

- **Minimum Shop Equipment needed:**
  - *** 2 Jack Stands at 4 Ton Capacity each.**
  - *** Safety Chalks for the rear wheels. Work on a level Surface.**
  - *** 1 Floor Jack, 2 Ton Capacity (used to raise front of vehicle and lift the lower trailing arms of the front suspension.**
  - *** Air Compressor and ½ inch drive Impact Gun**

- **Preferred Shop Equipment needed:**
  - *** Twin Post 8,000 pound capacity Car Lift (or a good flat concrete surface)**
  - *** 1 Floor Jack, 2 Ton Capacity (used to lift the lower trailing arms of the front suspension.**
  - *** Air Compressor and ½ inch drive Impact Gun**

- **Shock Tower Kit may be installed in 2 hours, when you have all the components that your vehicle needs and there are no hardware corrosion problems with your vehicle.**

Safety Instructions: DANGER and Notification

- **DANGER: You must disconnect your battery ground cable. It will be necessary for you to turn your steering wheel from Full Left to Full Right position during Disassembly and Assembly. Disconnecting your battery will insure that you do not accidentally start your vehicle, which could then permit your vehicle to move and knocking the vehicle off of the jack stands. Make sure you can open the drivers door while on your lift, or at least lower the window. It will be necessary to turn your ignition key to disengage steering lock.**

- **DANGER: Keep Children and other persons away from the work area. Avoid bumping your vehicle with another vehicle, large pieces of equipment, or persons to avoid the vehicle from being knocked off of the jack stands.**

- **DANGER: After Shock Towers are installed, RDM TEK, recommends that you carefully close your hood to make sure there are no tools or interferences with your hood. Your vehicle should be towed to an Alignment shop to have a four wheel alignment completed prior to driving your vehicle. Following these instructions should permit the Shock Tower Kit to be installed very close to your previous alignment condition. If you measured accurately, your alignment might be close. It is up to the installer to make this decision, but we recommend be cautious, and take the time needed to do it correctly.**

- **NOTIFICATION: RDM TEK, Inc. is not responsible for any damage that is done to your car, by you or your mechanic, while installing the RDM TEK Shock Tower Kit. If you are not fully capable of installing this kit (review the entire Installation Guide prior to installation), you should let a Suspension Mechanic Install this kit for you. RDM TEK, Inc. Limit of Liability is the replacement of components of the shock tower kit. RDM TEK, Inc. is not responsible for damage to your vehicle, occupants, or any other persons or their possessions, during assembly of this kit or operation of your vehicle. You may return your unused Kit up to 30 days after delivery for a refund (less shipping charges).**

Hand Tools Required:

- 3/8 Drive 7 and 5 mm Allen Head
- 3/8 Long handle Ratchet or breaker bar.
- Box End Wrench, 22 mm, 12 mm
- Sockets: 22, 19, 17, and 12 mm
- Impact Gun and 22 mm socket are helpful to remove to shock nut.
- General Metric Mechanic Tool Set
- Flare Nut Wrench: 9 and 11 mm
- 3/8 Drive Torque Wrench for small bolts 6 mm and 8 mm
- 1/2 Drive Torque Wrench for 10, 12, and 14 mm Bolts
- 1/4 Drive 4 mm Allen (or 4 mm Allen Wrench) to attach optional Boot mount

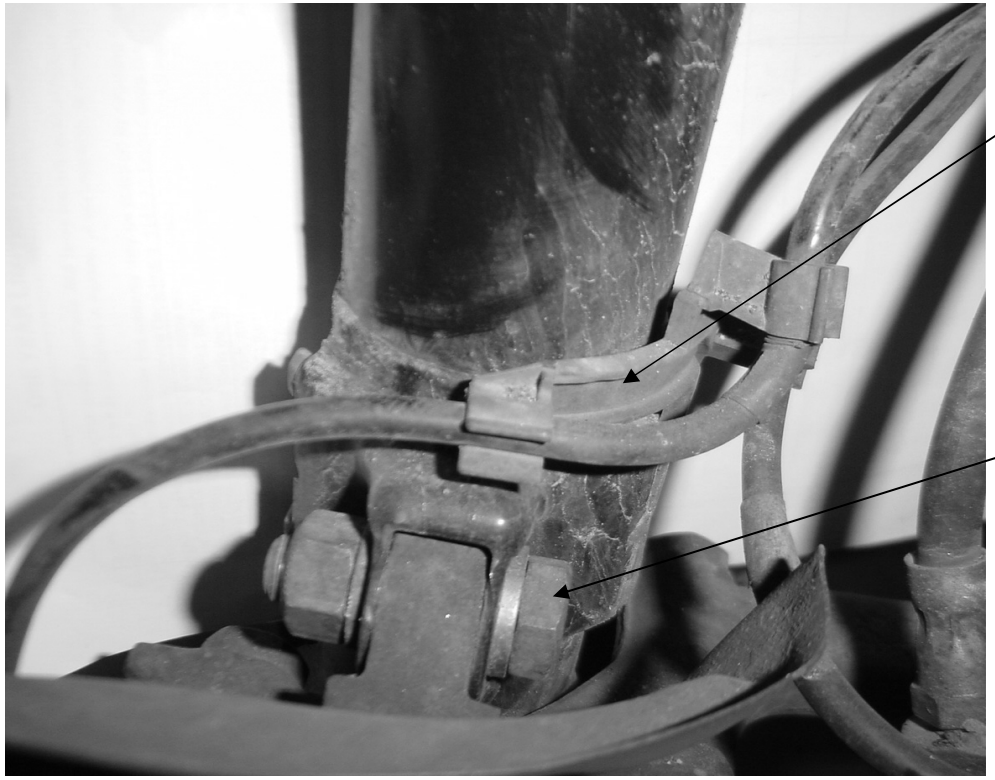
- **NOTE: We recommend that all reassembly be done with hand tools only. This minimizes the risk that fasteners would be cross threaded**.

Additional Parts you May Want to Buy before Shock Tower Installation. **You may want to buy these from your local MB dealer. RDMTEK, can provide these for you, however, it will take extra time to kit these items for you.**

- Brake Pads and Brake Rotors
- Front Wheel Bearings and Seals
- Brake Hose (if your hose has any cracks, we recommend you replace them both as a pair)
- Brake Fluid (Use Pressure bleeder as required and buy the fluid recommended in your Vehicles Owner's Manual)

- The Following Parts are available through RDM TEK (or by ordering them from Mercedes Benz, get part numbers from your dealer, if you prefer to buy them at your local MB dealer) :
- MB Brake / Wiring Clip Left: RDM TEK PN 40-1003-01
- MB Brake / Wiring Clip Right: RDM TEK PN 40-1004-01
- MB Shock Bumper (2 per vehicle): RDM TEK PN 40-1001-01
- MB Shock Boot 2 per vehicle) : RDM TEK PN 40-1000-01
- MB Shock Boot Retainer (2 per vehicle) RDM TEK PN 40-1002-01
- MB Shock to Spindle Hardware Kit (with 12mm Bolt / Nut) RDM TEK PN 50-1000-01
  - Note: Kit includes one long M12 Bolt, One M12 Nut, four M12 Washers, and two Short M12 Bolts
- MB Shock to Spindle Hardware Kit (with 14mm Bolt / Nut) RDM TEK PN 50-1001-01
  - Same Hardware as M12 Kit, except M12 Long Bolt, Nut, and two washers are replaced with M14 X 1.5
- MB Caliper Bolts for Four Piston Full Floating Calipers RDM TEK PN 20-1008-01

Additional Parts you May Want to Buy before Shock Tower Installation: CABLE CLIPS

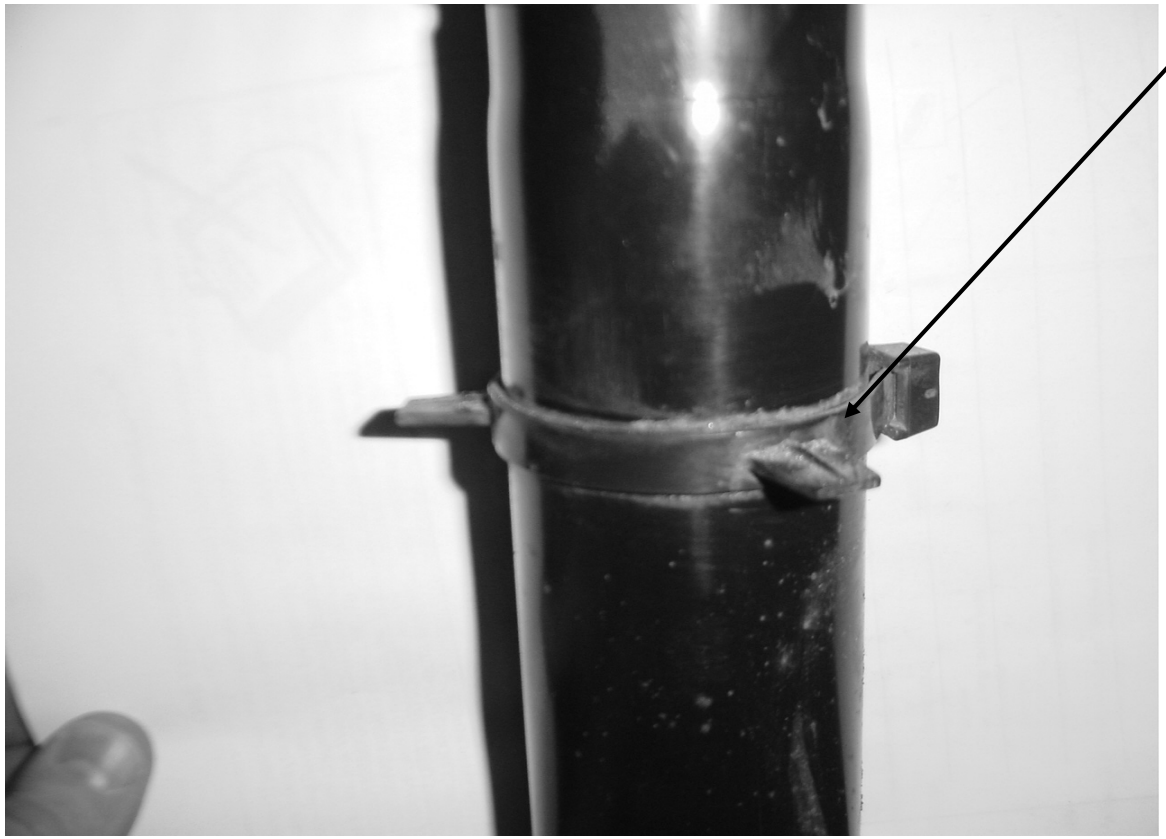


This Clip is easy to break, you may want to buy a new one before Starting the project, 2 required per Vehicle.

RDM TEK PN: 40-1003-01 (left)
RDM TEK PN: 40-1004-01 (Right)

DANGER: This Bolt may be M12 X 1.5 on some cars and M14 X 1.5 on others (Such as 400 E and 500E). Make sure you know which one you have. Shock Housing and Spindle must have same size cross bolt hole.

Additional Parts you May Want to Buy before Shock Tower Installation: Bottom Boot Retainer Clip

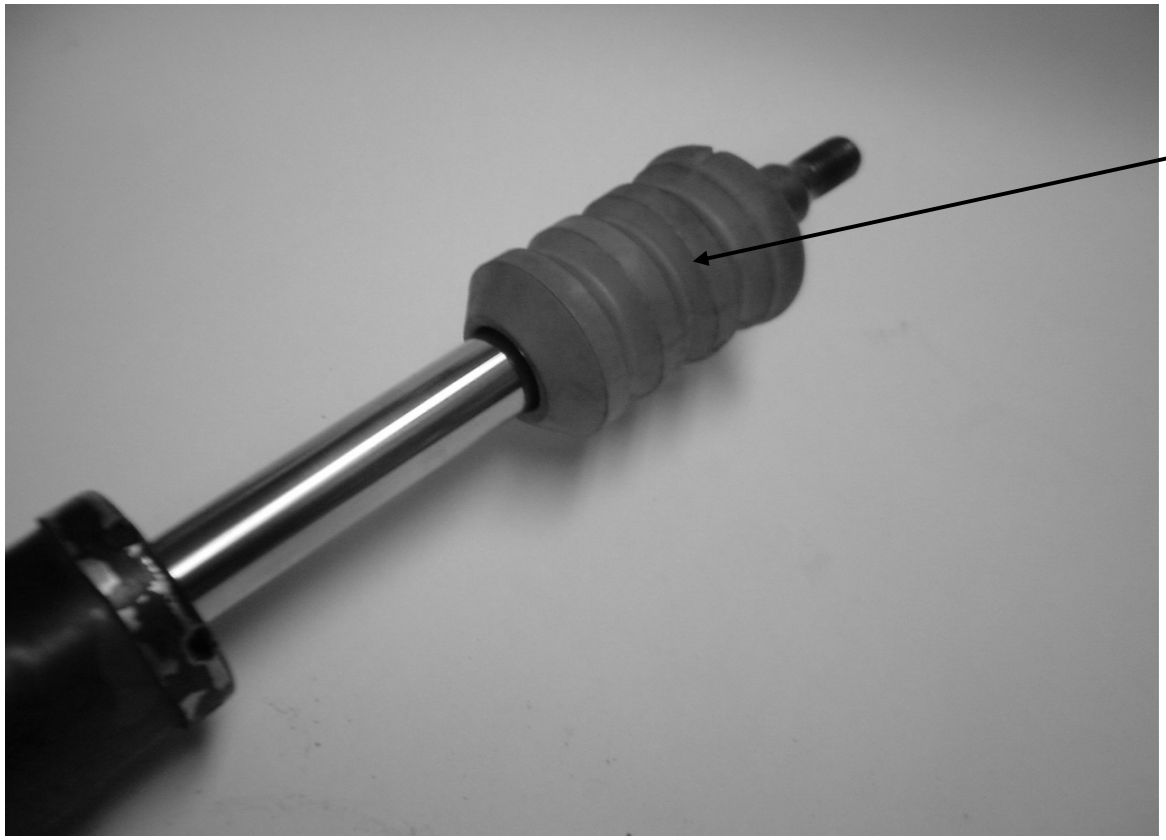


This Clip has 3 blades
That are used to hold
The bottom of the shock
Boot in position over
The shock housing

RDM TEK PN: 40-1002-01

Note: If you replace your
Shocks, this part needs
To be replaced

Additional Parts you May Want to Buy before Shock Tower Installation: BUMPERS

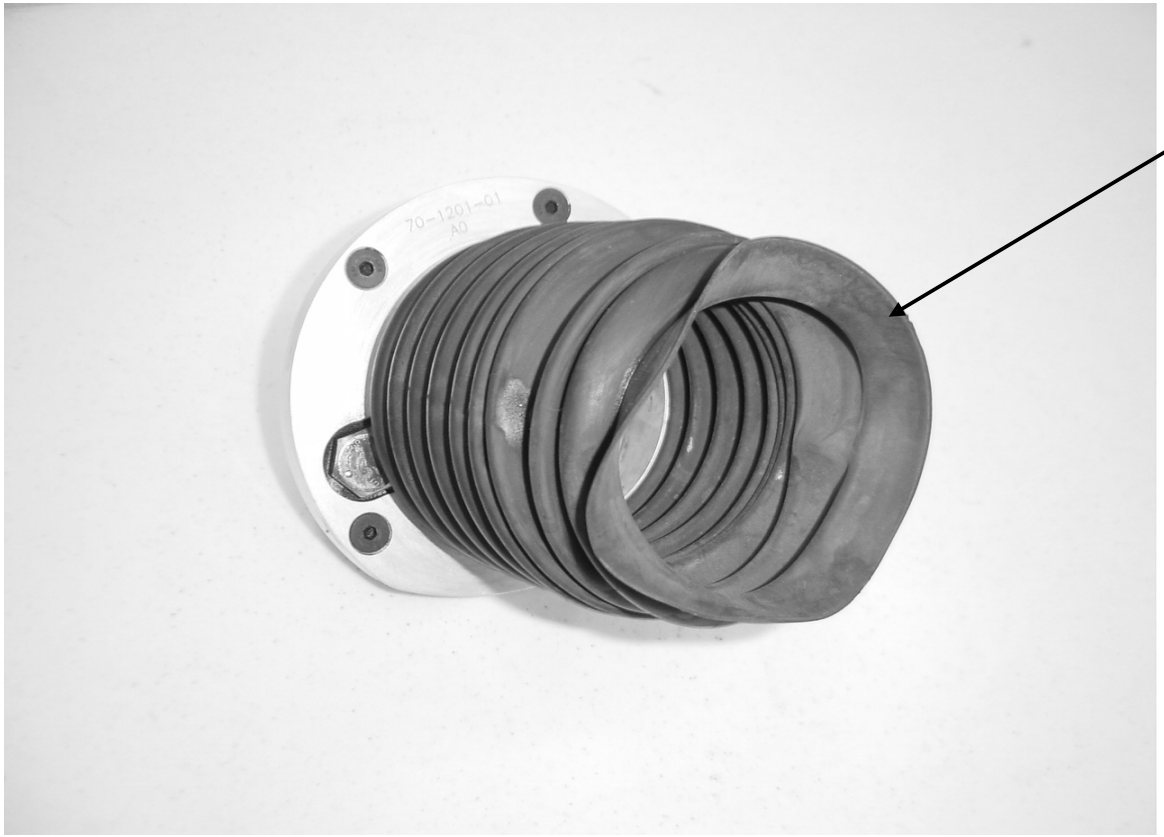


MB Shock Tower Bumpers Are very important for over Travel protection. If your Bumpers appear to be very Spongy, they should be Replaced

RDM TEK PN: 40-1001-01

Danger: the bumper absorbs Impact loads. Without them the shock tower may see Very high loads.
Make sure your bumpers are still serviceable. We recommend new ones be Installed with your RDM TEK Shock Tower Kit

Additional Parts you May Want to Buy before Shock Tower Installation: SHOCK BOOT

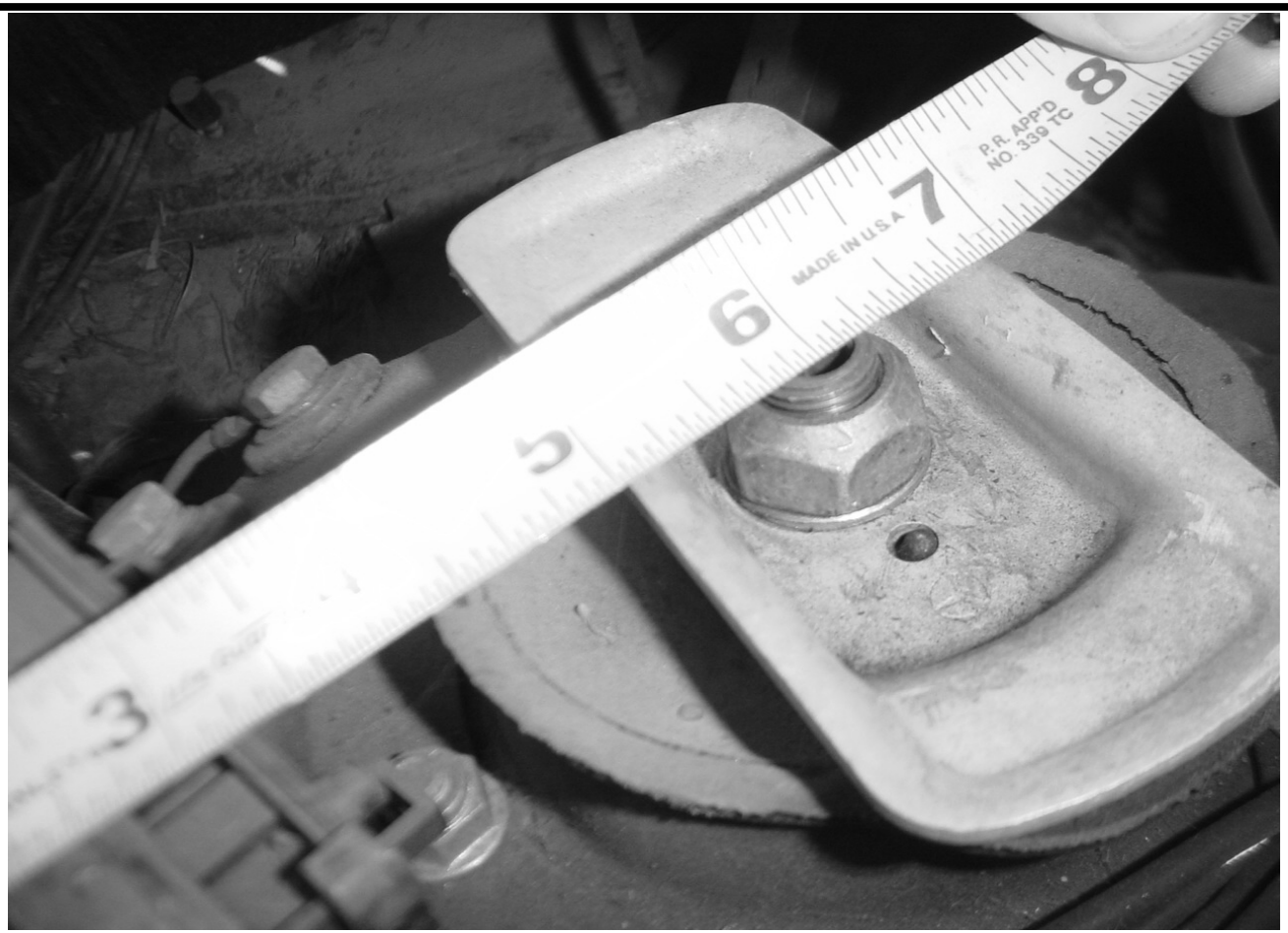


MB Shock Boot, 2 per car
If yours are falling apart, they should be replaced.

RDM TEK PN 40-1000-01

Installation Instructions: Measure Existing Shock Tower Center Locations

Place a strip of Masking Tape on the inner fender (Protecting surface from scratches), measure the distance perpendicular from the inner fender to the centerline of the Center of the Shock Shaft. Record, this number for the Left and Right sides of the vehicle. You will use these dimensions during the Shock Tower Installation. Note Left and Right may not be same.



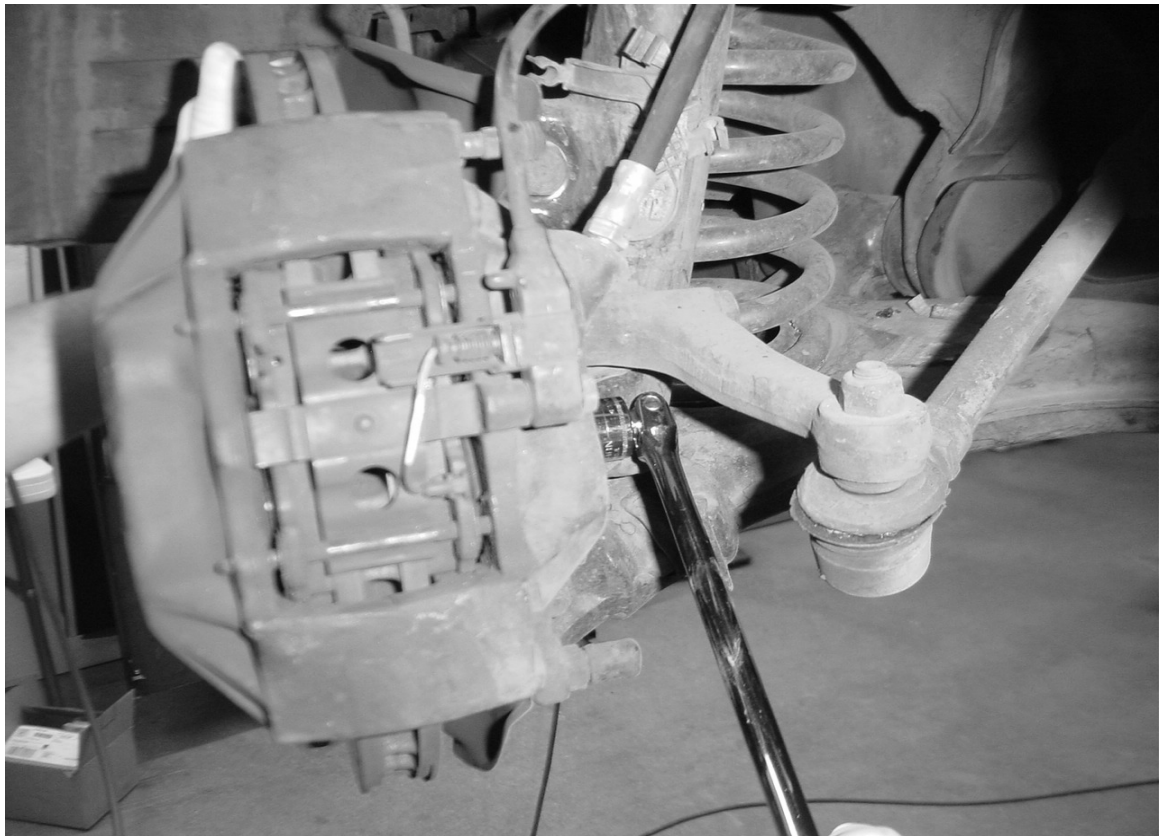
Installation Instructions: Remove and Fully install only one shock tower at a time. Leave other side completely assembled. (Note, Verify that your sway bar is intact and all bushings in place)

- Start with Drivers side: Place car on lift or jack stands, block rear wheel, disconnect battery ground. Turn key to permit steering wheel to turn. Remove Drivers side wheel.
- Carefully disconnect the electrical wire from the shock tower, take care not to break the wire retainer clips. Remove and tie up Brake Caliper, make sure you do not strain the brake hose, (see next few slides). If brake hose is pinched, twisted, or kinked, during the assembly procedure then you will have to replace the brake hose. Remove entire caliper assembly, there are two bolts for the caliper. Tie up caliper as shown, see following pictures.
- Place your floor jack under the Lower Trailing Arm and jack it up until the shock is just slightly depressed. Make sure you don't lift the car off of the jack stand.
- Remove Shock (make sure you don't loose the hardware), see following slides.

Place Floor Jack under Lower Trailing Arm

Place Jack under trailing Arm, and lift arm just enough To compress Spring about 1 inch. (Just enough to Take tension off of the Shock Mounting hardware)

Remove Caliper Bolts

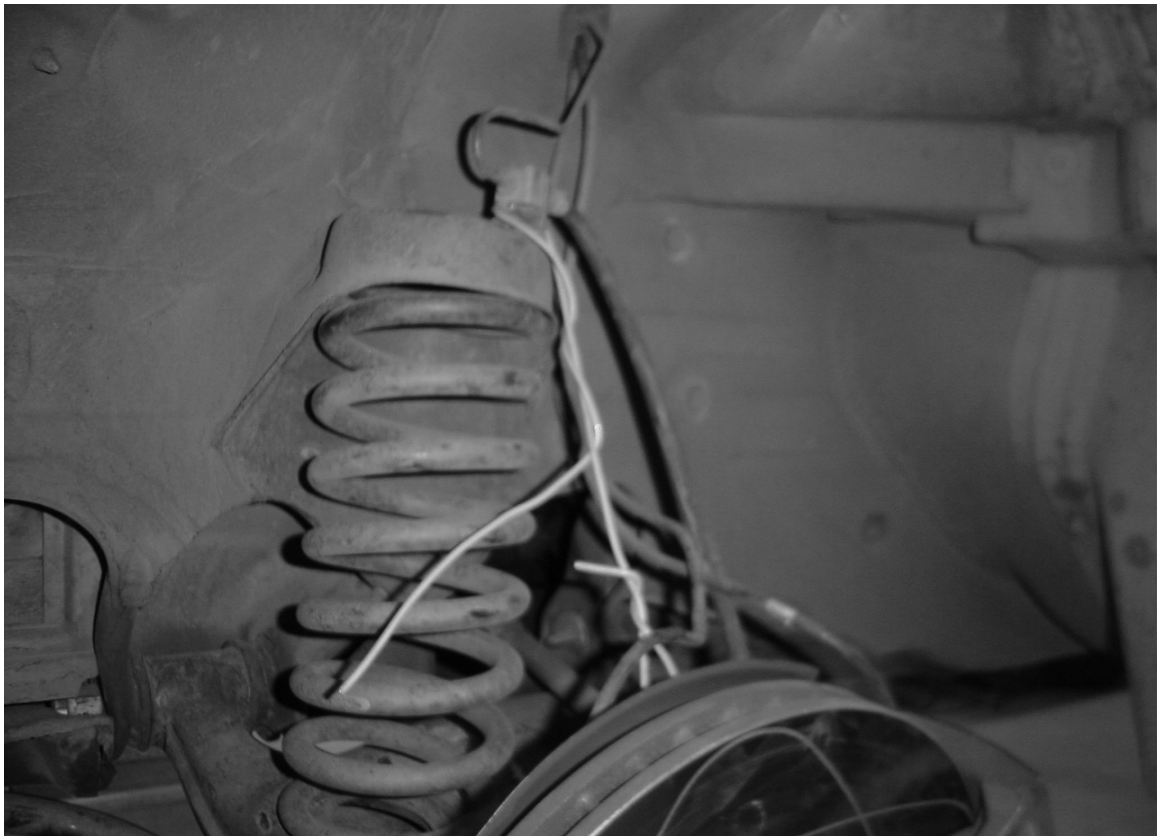


After the caliper is removed tie it to the body, make sure you do not hang caliper from the brake cable.

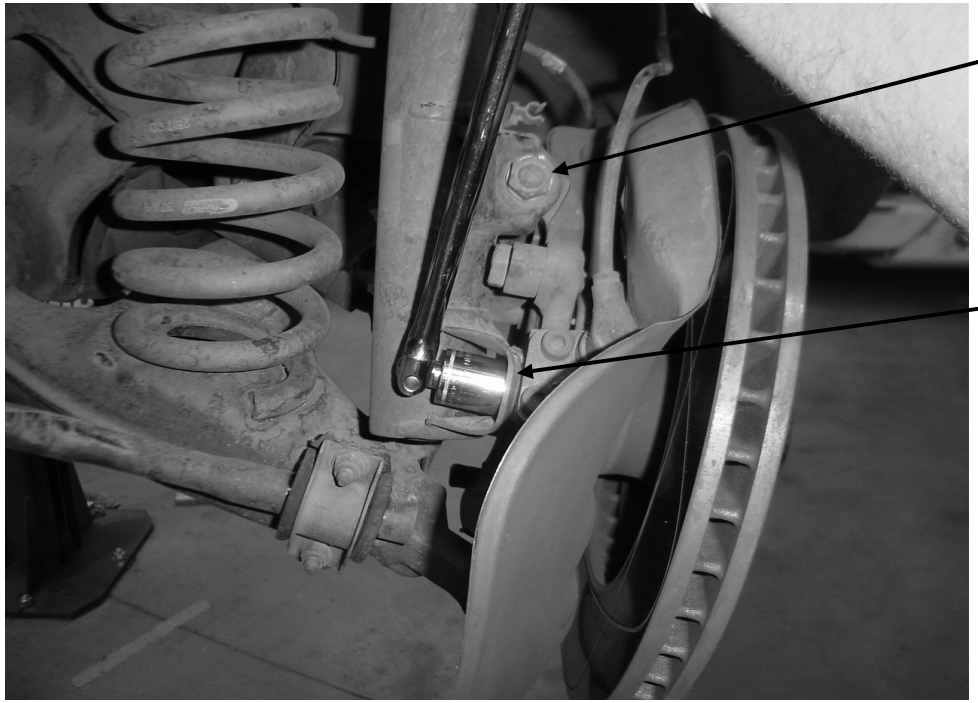
MB Repair Manuals, require that Caliper and Strut Mount bolts be replaced each time they are disassembled.

Order new bolts from your local MB dealer to insure you acquire the correct bolts for your body style.

TIE UP SPINDLE ASSEMBLY (otherwise it flops all over while you are working)



Remove Shock: 2 Bolts at bottom, one Nut/Bolt at Bottom, and one large nut at the top.



Note: Remove this nut and bolt
After both of the Bolts are removed
As shown below. When you take this
Bolt out take notice to see if it is M12
Or M14.

Remove 2 @ 19 mm bolts, one
Is forward of shock and the other
is rearward of shock. Then remove
The Nut and bolt. This helps insure
That the threads are not damaged

Remove Shock: Bolt and Nut

MB uses two size bolts
For this particular position.

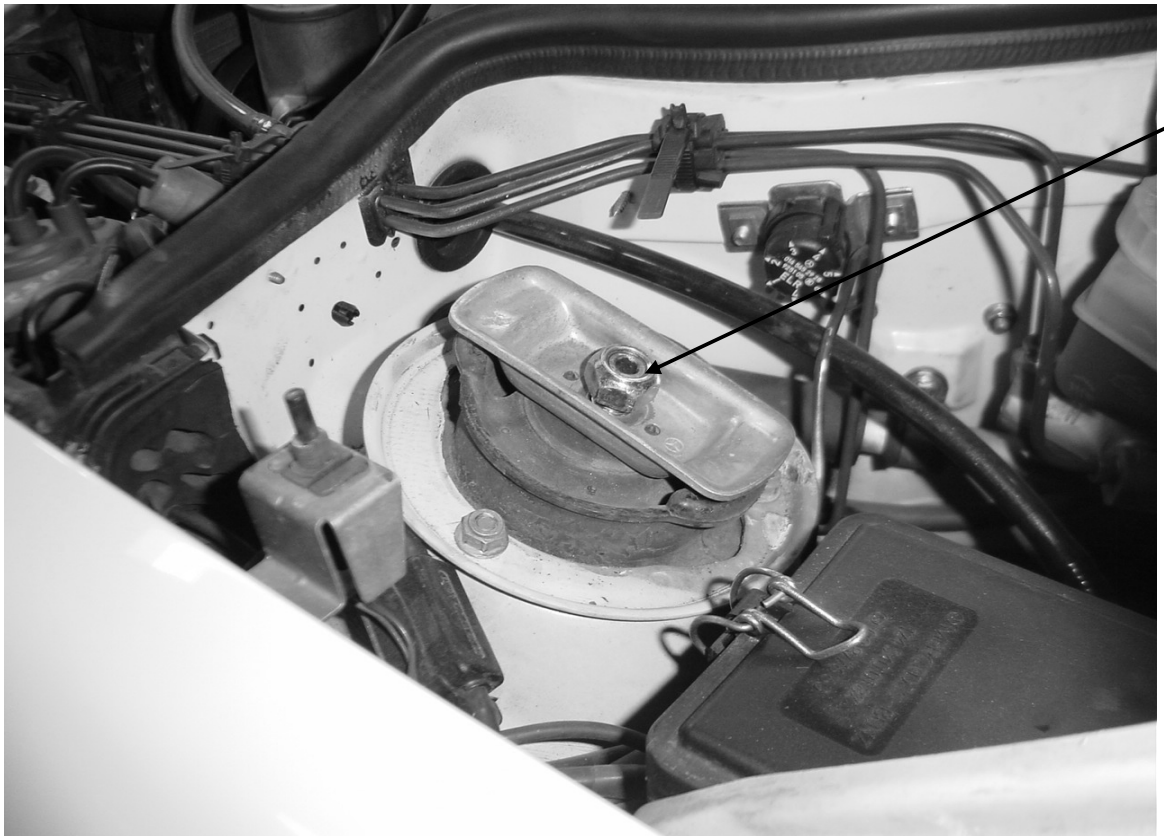
M12 X 1.5 is used for 190E
And 300E.

M14 X 1.5 is used for 400E
And 500E.

DANGER. Make sure you buy the correct shock for Your vehicle. If you install 400E shocks in a 300E, then you will need a custom spacer that adapts a 14mm Cross Hole in the shock to a 12 mm cross hole in the Spindle.

Contact RDM TEK at
support@rdmtek.com

Remove The Top Shock Tower Nut: Using Box End Wrench and 7 mm Allen Head tool.



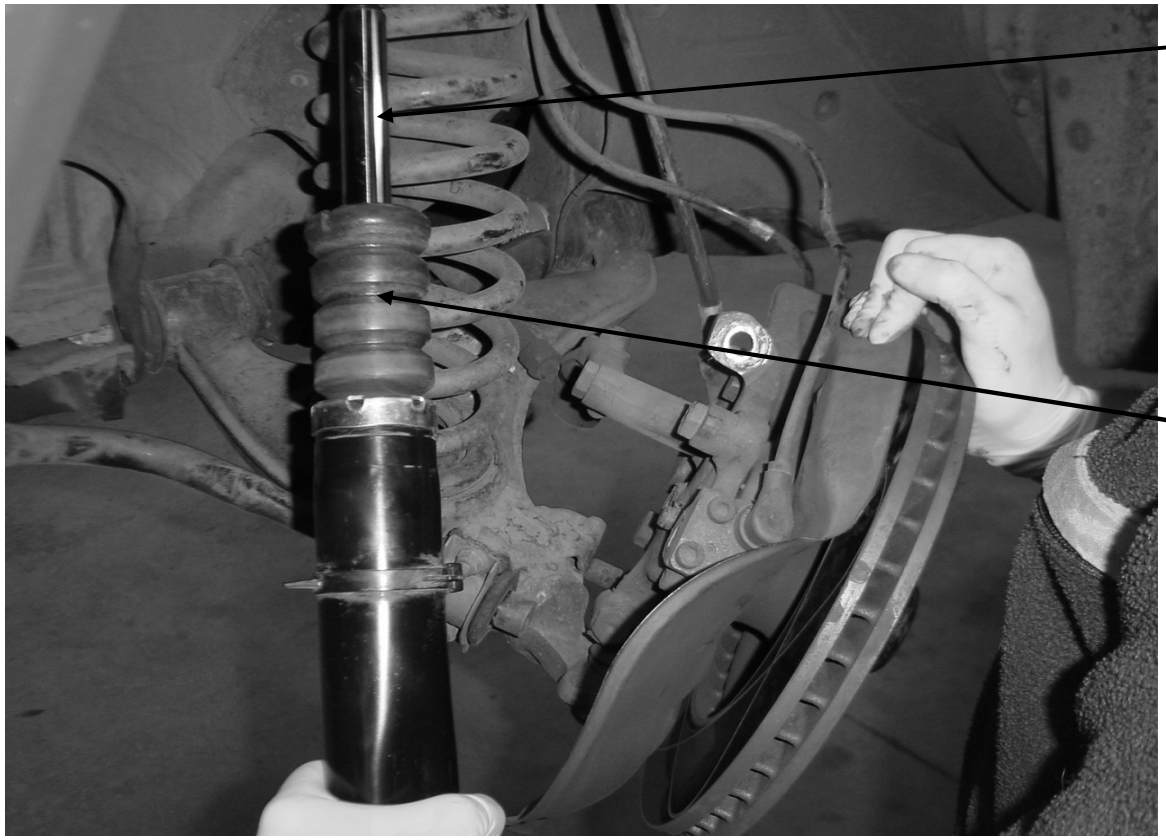
Remove this nut and Washer.

Save Nut and washer for reuse

Shock Tower Nut Removed

Nut is removed. Save all Pieces that are removed

Shock Shaft Bumper



Remove Shock

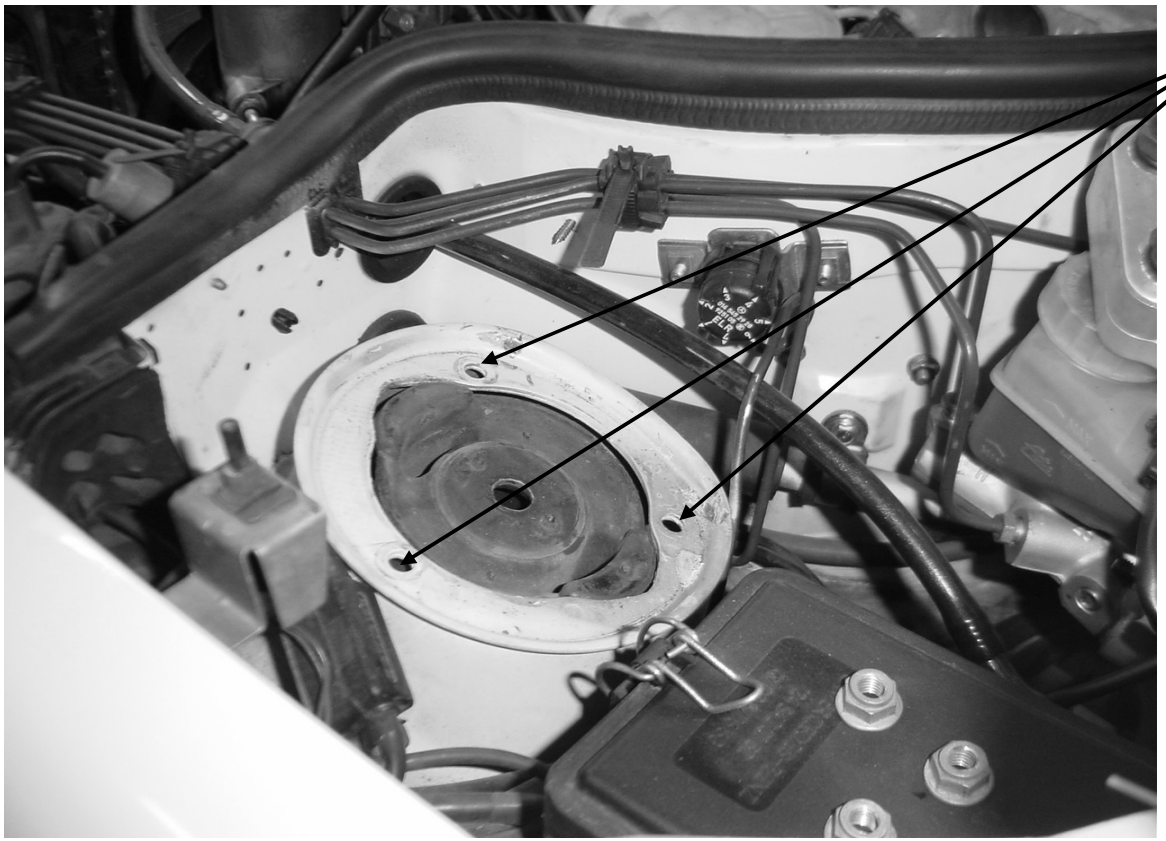
Warning: Spring is Under compression. Excessive forces may Cause spring to pop out Use Caution.

RDM TEK, recommends That you replace this Bushing when your Shock towers are Installed.

Make sure they are Serviceable, if you elect To reuse them.

Do not assembly without Them.

Remove Stock Shock Tower: Remove 3 @ M8 Thread with 12 mm hex nuts and washers



Remove 3 @ m8 with 12 mm Hex nuts. When last nut is being removed, reach under fender to support shock tower. (This will keep part from falling on brake rotor or your feet).

Note MB Model 124.066 Convertible. Has an extra Spacer between Body And Rubber Shock Mount. If you have this vehicle, Contact RDM TEK, via Email: support@rdmtek.com

Torque Values: RDM TEK Shock Tower

RDM TEK Shock Tower Torque Values For Grade 8.8 and 10.9 Steel Hardware:

- 4 @ M6 X 1.0 X 12 mm Long C'Sink Screws, Torque to 17 N-M (12 ft-lbs)
- 3 @ M8 X 1.25 X 25 mm Long C'Sink Bolts: Torque to 27 N-M (20 ft-lbs)
- 4 @ M10 X 1.50 Nuts on top of Camber Plate: Torque to 40 N-M (30 ft-lbs)
- 2 @ M12 X 1.50 Nuts: Torque to 68 N-M (50 ft-lbs)
- 1 @ Shock Nut: M14 X 1.5: 80 N-M (59 ft-lbs)

DANGER: Re-torque all the RDM TEK Shock Tower Hardware (shown with *) at 500 miles and 3000 miles.

DANGER: Mercedes Benz Repair Manuals Document that all front end bolts, such as Shock Housing to Spindle and Caliper Bolts be replaced each time they are removed. These bolts have a thread locking compound to insure that hardware does not vibrate loose. Contact your Mercedes Benz Dealer to buy new hardware before you take apart your vehicle.

Torque Values: Mercedes Benz Hardware
Note Values are provided for Reference, consult your MB Factory Repair Manual for torque numbers.

Single Piston Caliper (Some MB Models)

- M12 X 1.5 Caliper Bracket to Shock Bolts, Torque to 115 N-M (85 ft-lb)
- M8 X 1.25 Caliper to Caliper Bracket, Torque to 35 N-M (25 ft-lb)
- Note: Mercedes Benz Repair Instructions require the caliper bolt be replaced which includes Thread Locking Compound. Bolt Should be acquired from MB Dealer.

Four Piston Calipers (using M12 X 1.5 Bolts)

- M12 X 1.5 Caliper Bolts, Torque to 115 N-M (85 ft-lb)
- Note: Mercedes Benz Repair instructions recommend rethreading the brake caliper carrier frame (When bolts are extremely hard to thread in) and replacing the caliper bolts with new ones. Bolts should be acquired from MB Dealer.

Brake Hoses:

- Rigid Brake Line to Flexible Hose (on Frame behind Shock), 14 N-M (10 ft-lb)
- Flexible Hose to Caliper, 18 N-M (13 ft-lb)
- Flexible Hose to Caliper (Brembo Brake Calipers), 9 to 13 N-M (6.5 to 9 ft-lb)

Torque Values: Mercedes Benz Hardware
Note Values are provided for Reference, consult your MB Factory Repair Manual for torque numbers.

Shock Housing to Spindle:

- 2 @ M12 X 1.5 Bolts, 110 N-M (81 ft-lb)
- 1 @ M12 X 1.5 Bolt and Nut, 110 NM (81 ft-lb) (such as 300E and 190E)
- or 1 @ M14 X 1.5 Bolt and Nut, 200 NM (150 ft-lb) (such as 400E and 500E)

NOTE: Mercedes Benz Repair Manuals recommend bolts be replaced each time they are removed.

Shock Tower Nut:

- M14 Shock Nut: Torque to 80 N-M (59 ft-lbs) (Use Nut that comes with your shocks)

Lug Bolts:

- Mercedes Bens Lug Bolts, Torque to 115 N-M (85 ft-lbs)
- Other brands of Lug Bolts, get Torque data from the manufacturer of your custom wheels / lug nuts.

Overview of Installation of new RDM TEK Shock Tower: 90-1000-01

- Check all parts to make sure you have all the pieces
- Make Bottom / Boot Sub Assembly
- Install Bottom
- Install Base
- Install Camber Plate Sub Assembly
- Reinstall Shock
- Reassemble Brake Caliper, hose, and wires
- Install Wheel and re-torque MB bolts to 85 ft-lbs

Install: Verify you have all these parts (2 sets), If you don't have all parts send email to support@rdmtek.com. Please send digital picture

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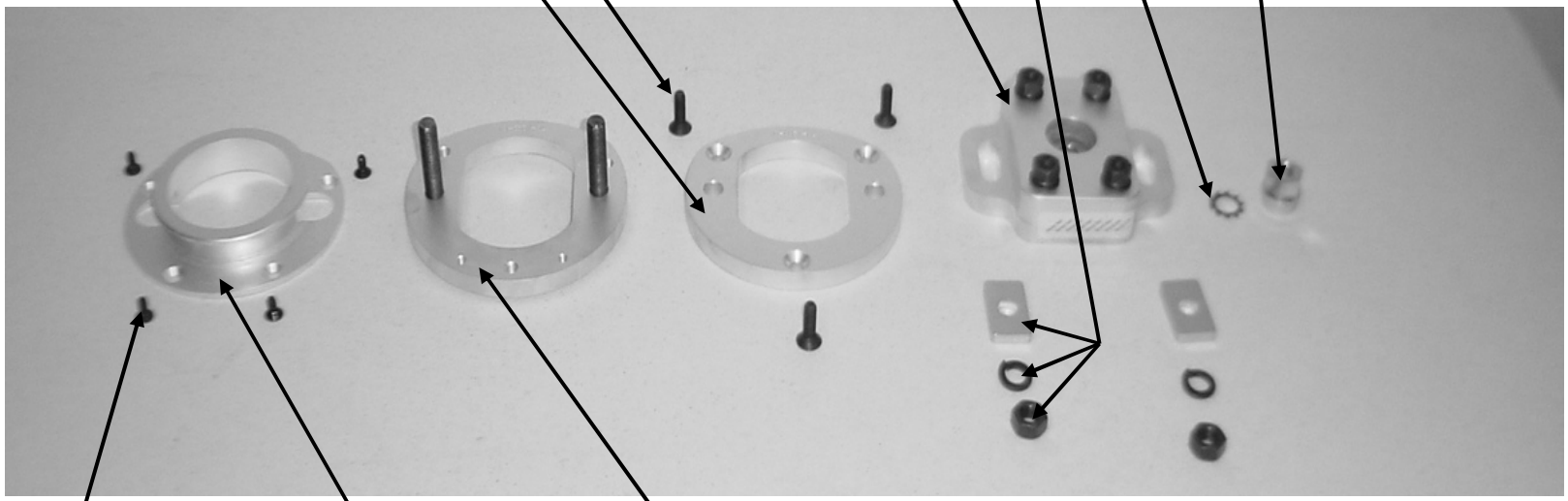
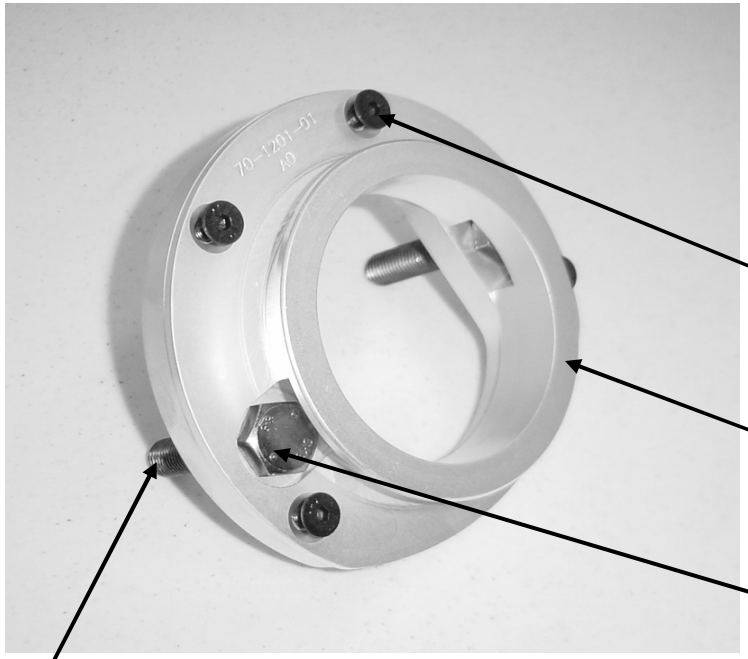


Pre-Assemble Bottom Plate and Boot Retainer Information for Reference Only.



Assemble Bottom and Option Shock Boot Retainer Plate, using 4 @ M6 X 12 mm Long Screws. **Torque to 17 N-M (12 ft-lbs)**
Note, if you live where roads are salted, add Anti seize compound to these four screws

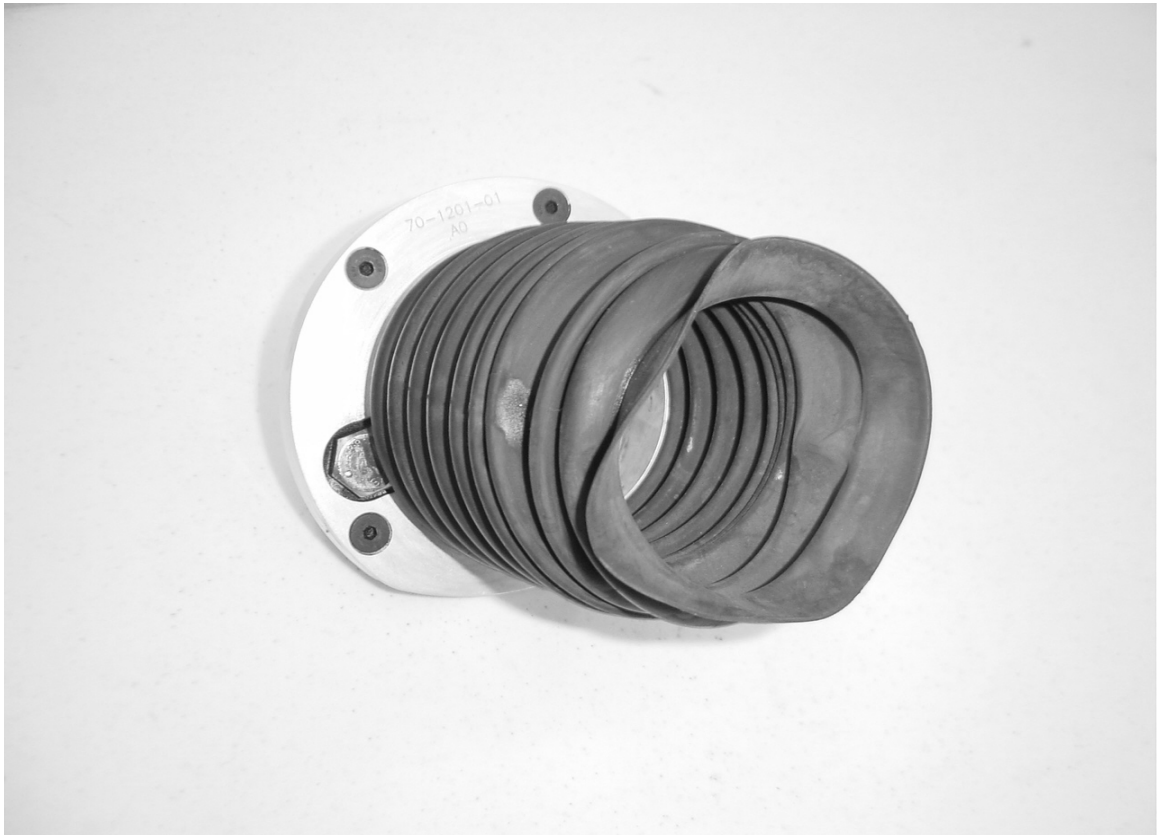
M6 X 1.0 X 12 mm Long, C'Sink, 20-1003-01

Boot Retainer Plate, 70-1201-01

M12 x 1.50 X 70mm Long, Stud, 20-1004-01
Note, these Studs are Pressed In by RDM TEK, Do not remove.

Bottom (with M12 Bolts) is
RDM TEK PN 70-1202-01-asy

Add Boot to Bottom / Boot Plate Assembly (Optional)



Add Boot to Shock Tower Bottom / Boot Assembly. Most likely Your old boot will not Remain installed. Buy A new boot, if you want To keep it in place.

Install Bottom / Boot Plate to Vehicle:

- **Clean the top and bottom surfaces of your vehicle, and inspect those surfaces visually, to make sure all road debris is cleared out. Also make sure your car body is not rusted out. You may wish to visually inspect the underside surfaces before you put your hand there to clean it, just to make sure there are no spiders or other types of critters.**

- **Set the Top Plate and M12 Hardware in a location where you can reach it while holding the Bottom / Base / Boot Assembly up inside your fender.**

- **While holding the bottom, drop the top plate over and install 3 @ M8 X 1.25 X 25 mm Long C'Sink Screws. Evenly tighten those screws to 27 N-M (20 Ft-Lb)**

Clean Shock Tower Mounting Surfaces

Clean all debris from
The top and bottom of
These surfaces.

Bottom/Boot Assembly.

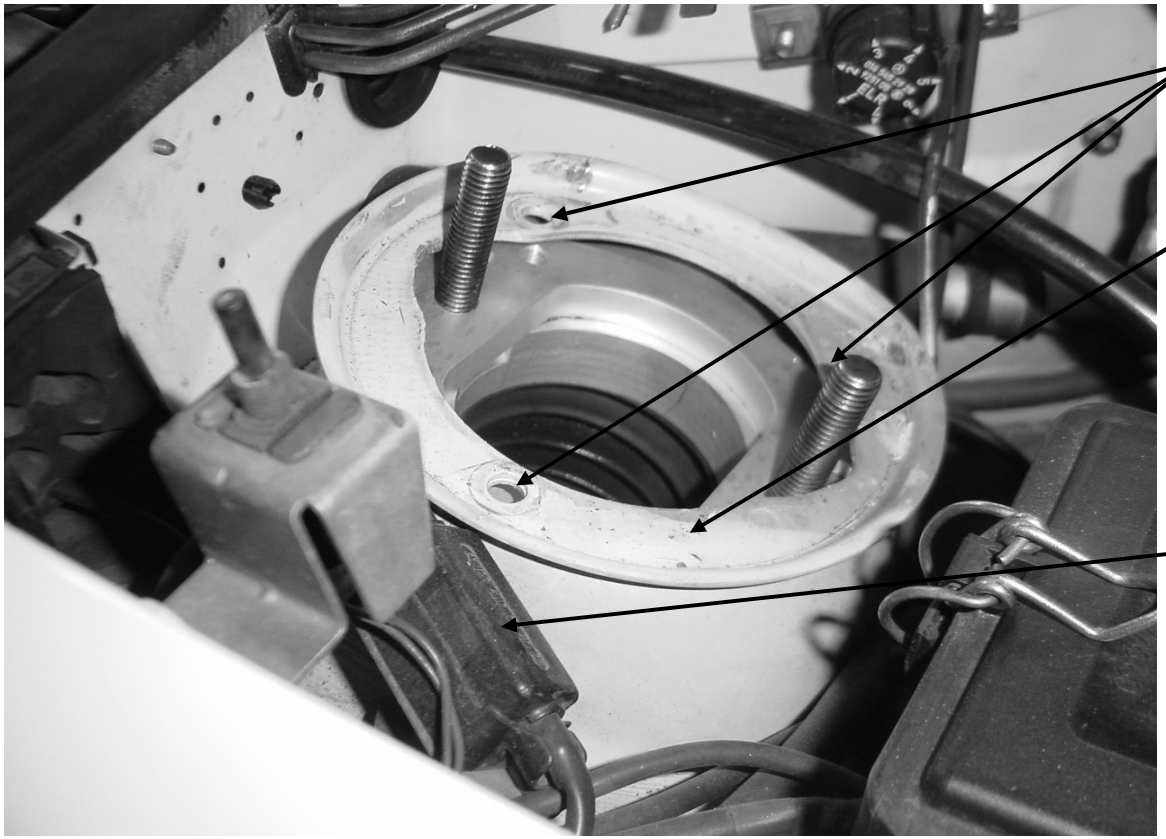
Note Two holes are Inboard to car and one Hole is outboard.

Two M8 Threads Facing Inboard

One M8 Thread Facing outboard

Bottom Assembly (without Boot Plate or Boot, this is standard)

Install Shock Tower Bottom

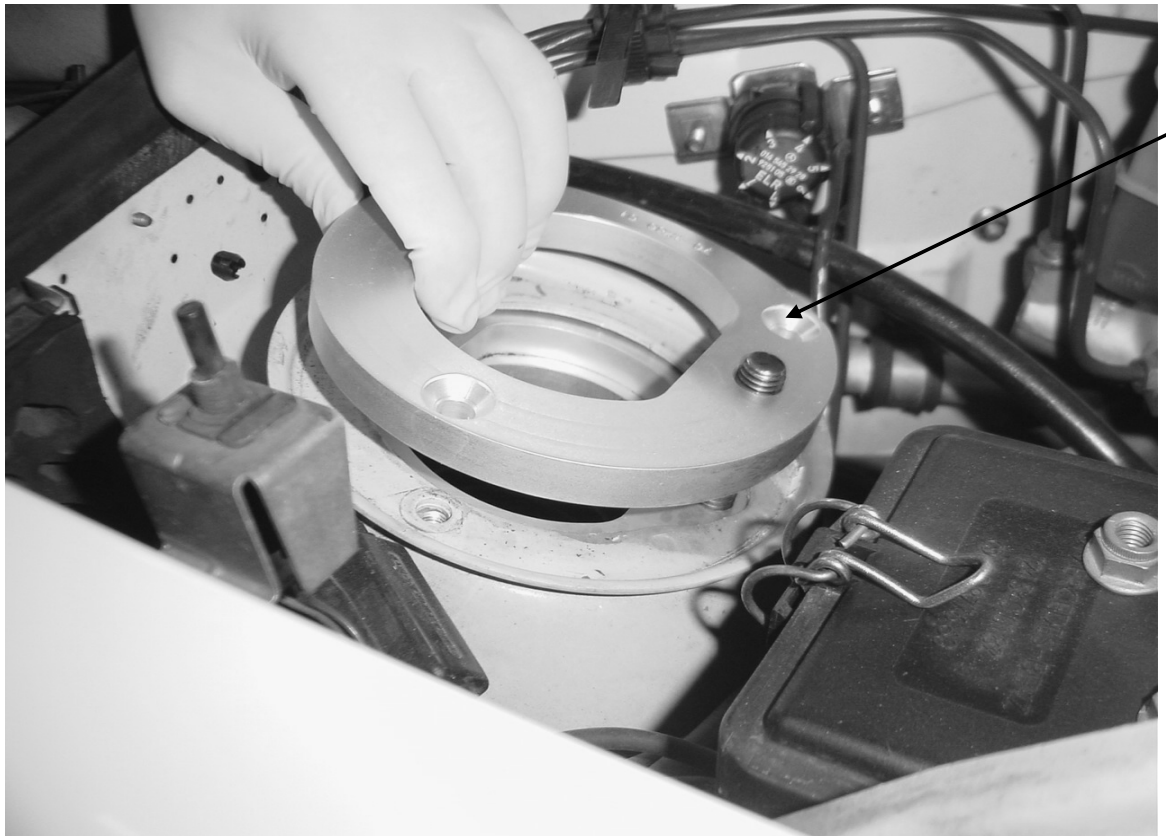


Make sure all 3 holes
Align with M8 Threads
In bottom / boot assembly

DANGER: If this Sheet Metal on your MB is Thicker than 4 mm. Then DO NOT INSTALL the Shock Tower from RDMTEK. Contact us at support@rdmtek.com

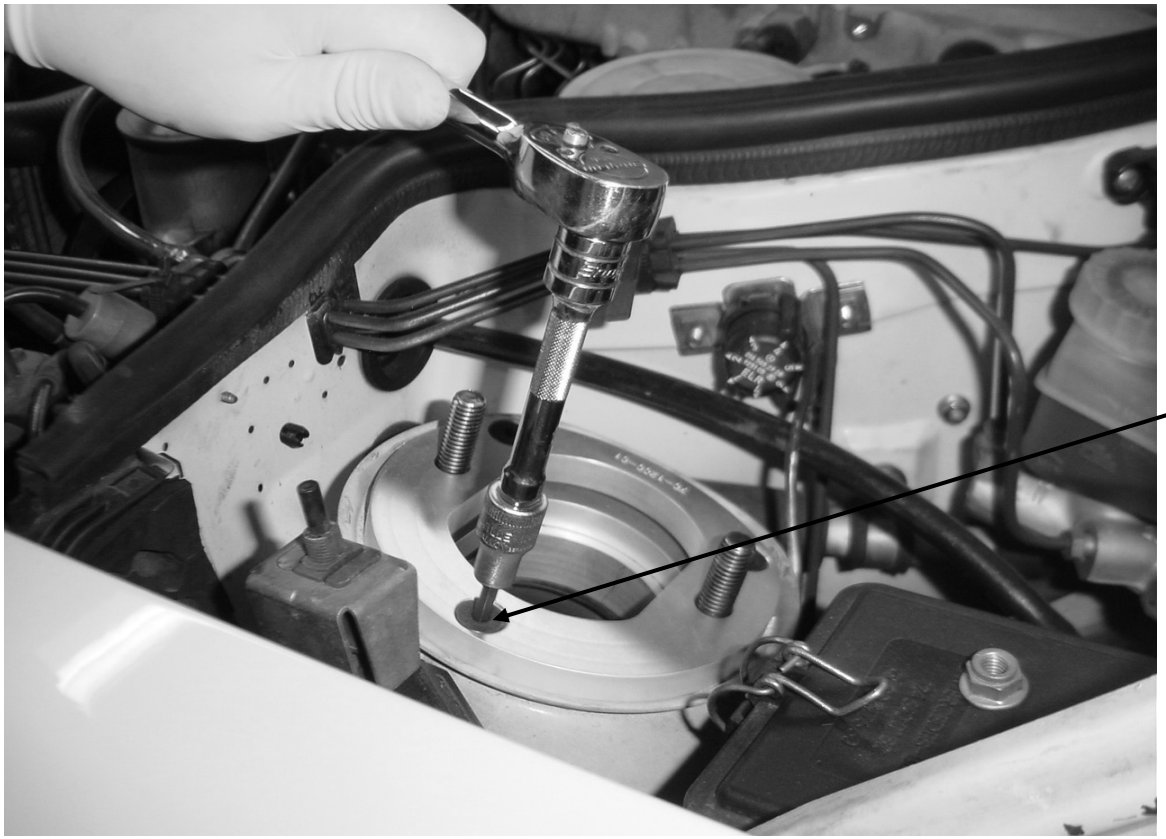
On some cars, various Brackets might have to be Moved over.

Place Top Plate over Studs



MAKE SURE THAT C'SINK IS UP

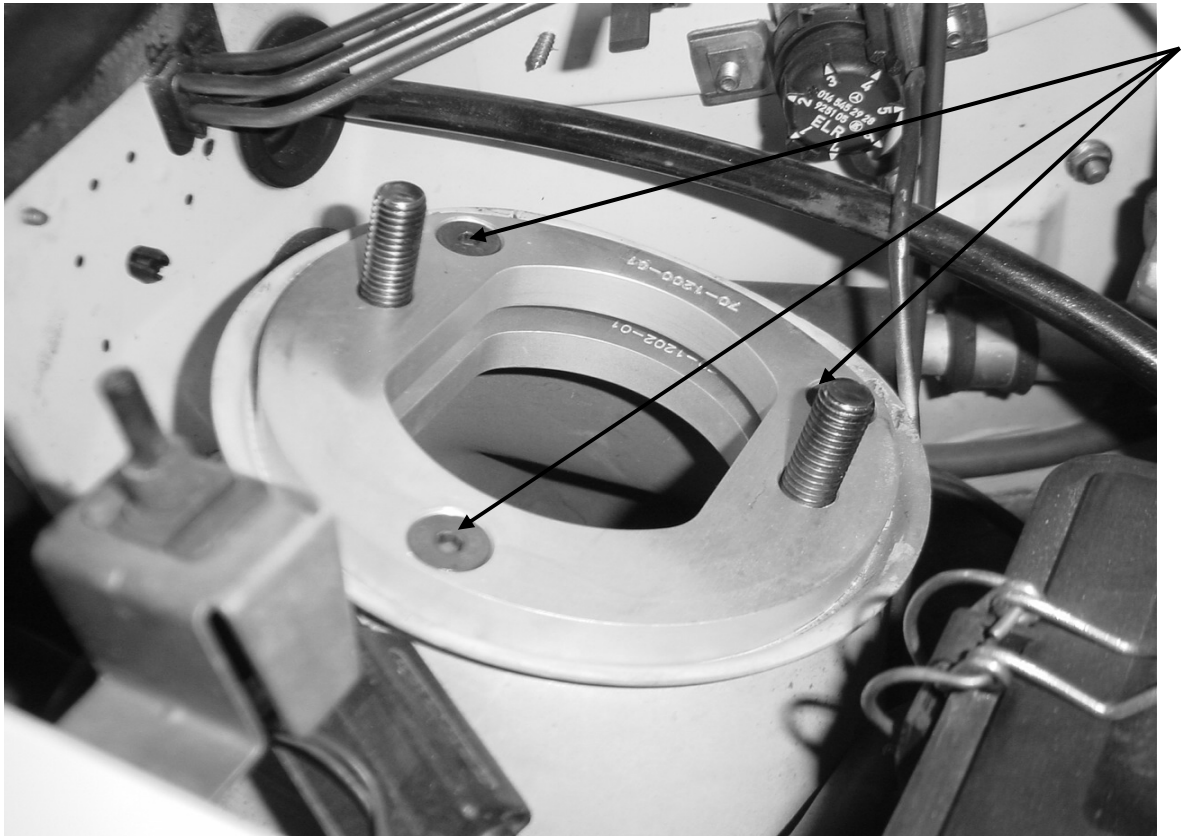
Install 3 @ M8 X 1.25 X 25 mm Long C' Sink Screws.



Add anti seize to 3 Screws
Torque to 27 N-M (20 ft-lbs)

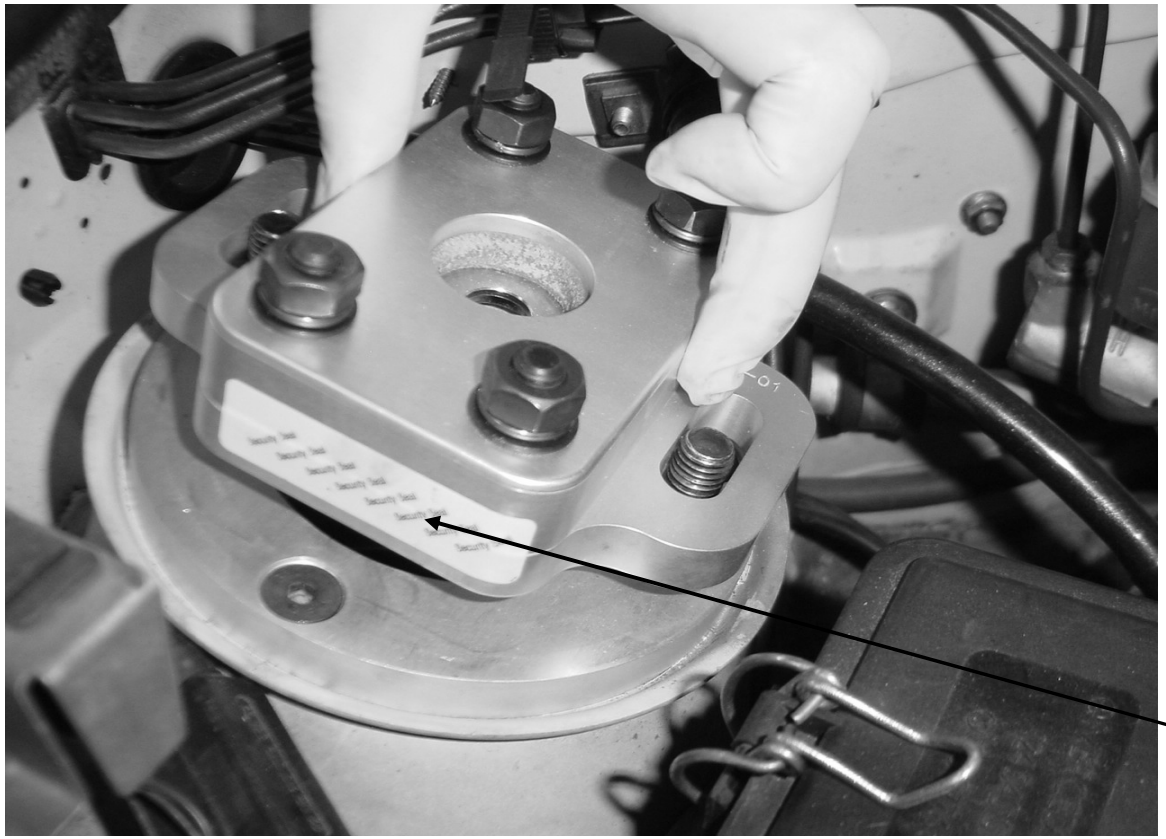
M8 X 1.25 X 25 mm L
RDM TEK PN 20-1000-01

Top Plate in position and Screws Torqued



DANGER: THESE 3 M8 C'SINK Bolts must Be flush after installation

Install Camber Plate



Drop Camber Plate over M12 Bolts, Either direction is OK.

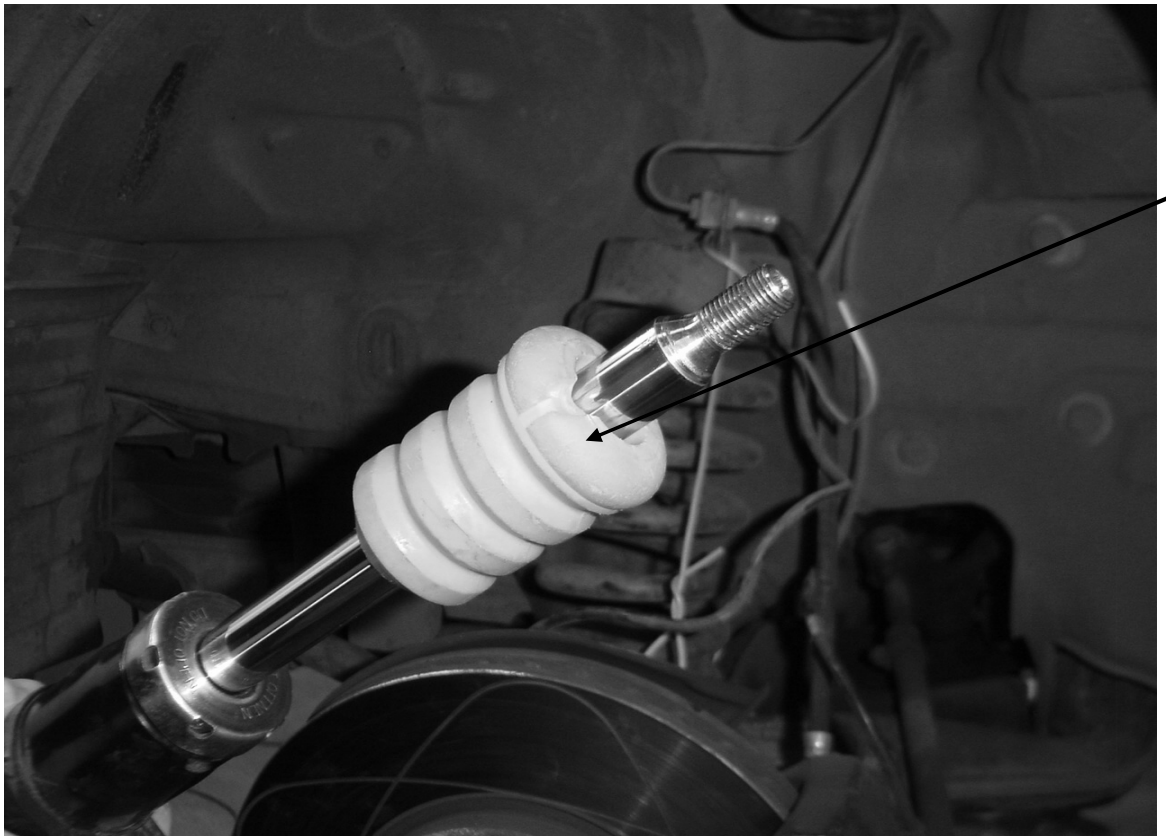
NOTE: Warranty is VOID, if This seal is removed. There Are NO User serviceable Parts inside

Add M12 Hardware, Finger Tight

3) Place Nut
2) Place Lock Washer
1) Place Rectangular Washer

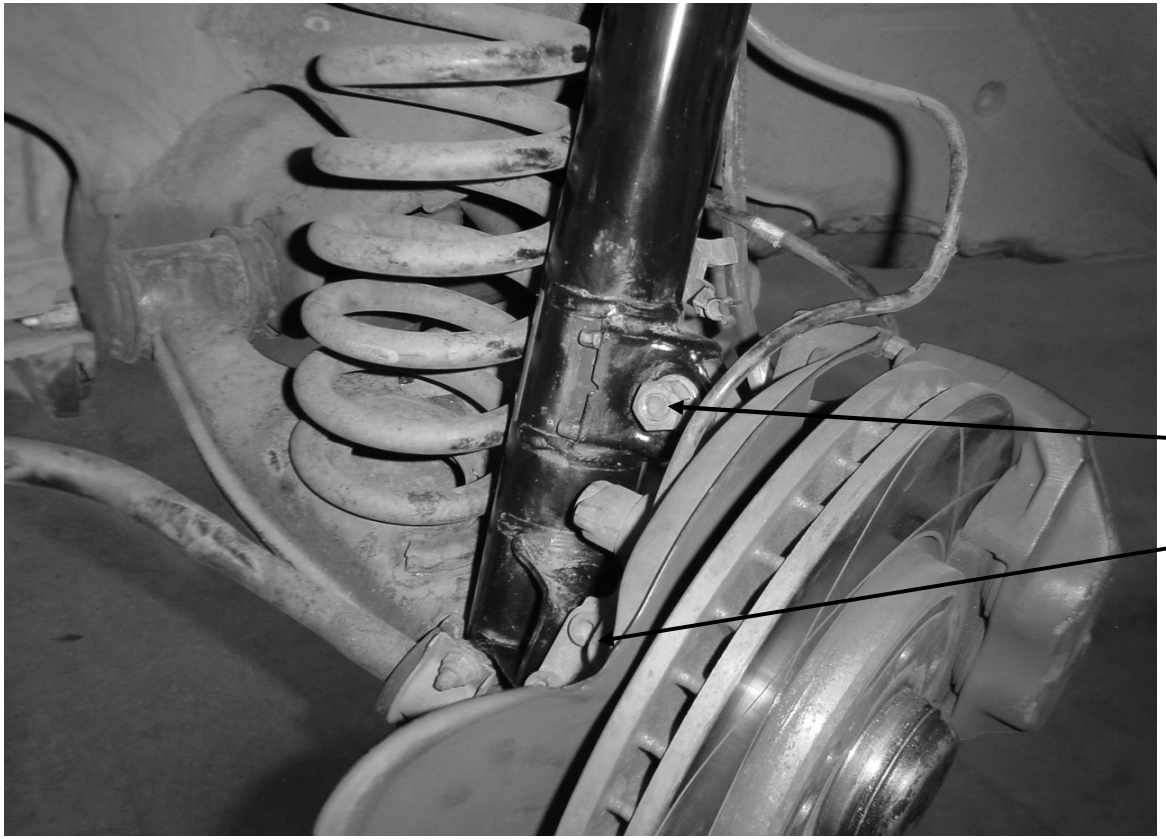
Finger tighten the two M12 Nuts
Note: After Shock is installed,
You will slide the shock tower
Camber plate to same place
As your measurements. Then
You'll re-torque, see later slide
For torque details

Install New Bumper (If you bought a new one)



New Bumper
RDM TEK, PN 40-1001-01

Note Groves go up
And Bevel goes down



Guide the shock back into Position. First guide the Shock into the Boot (Avoid damage to boot).

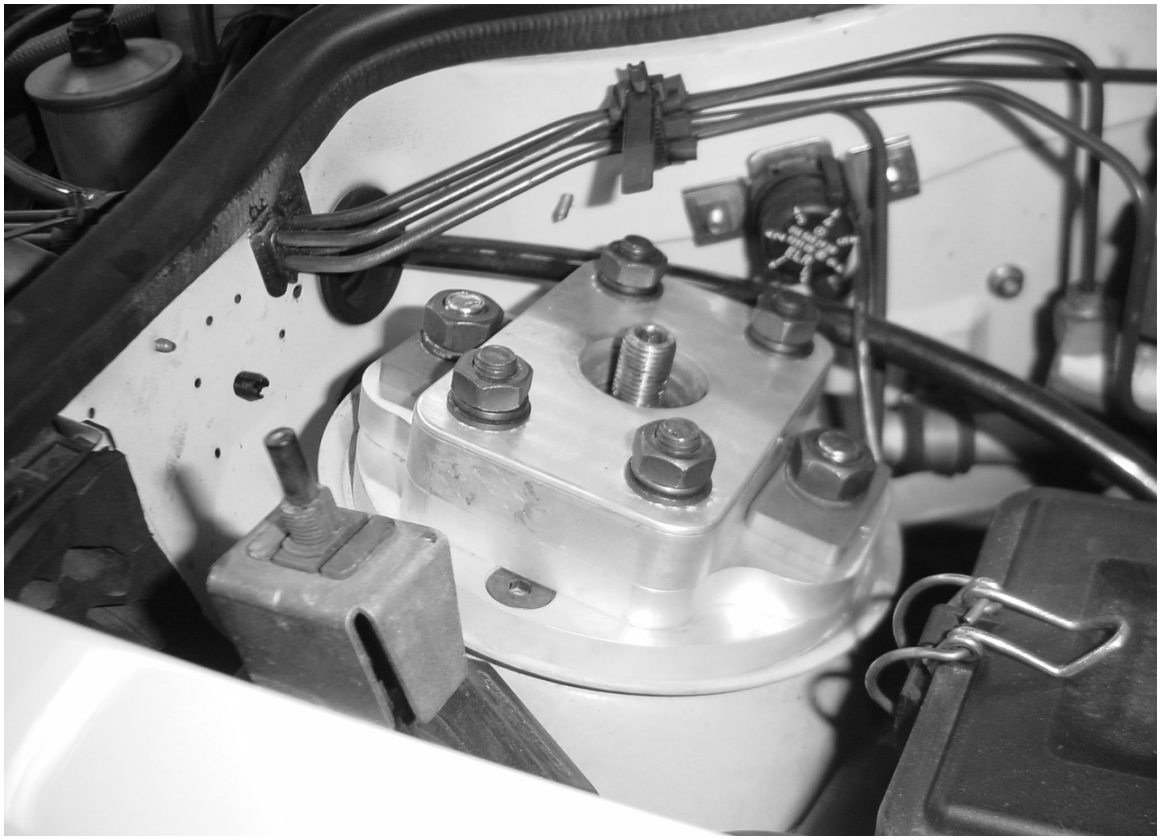
Guide the shock shaft Up into the shock tower (But don't install the nut Yet).

Install the Bolt & Nut to the Spindle assembly

Then install the two Bolts Through the shock Flange Back into the Spindle Assembly.

Then install the top Hardware. First the start washer, then The nut that comes with the Shock.

Guide Shock Shaft into Hole In Camber Plate



Using the floor jack gently raise the shock shaft into the hole in the Camber plate while skillfully guiding threads into hole in shock tower.

Danger: Make sure you don't raise the vehicle off of the jack stands.

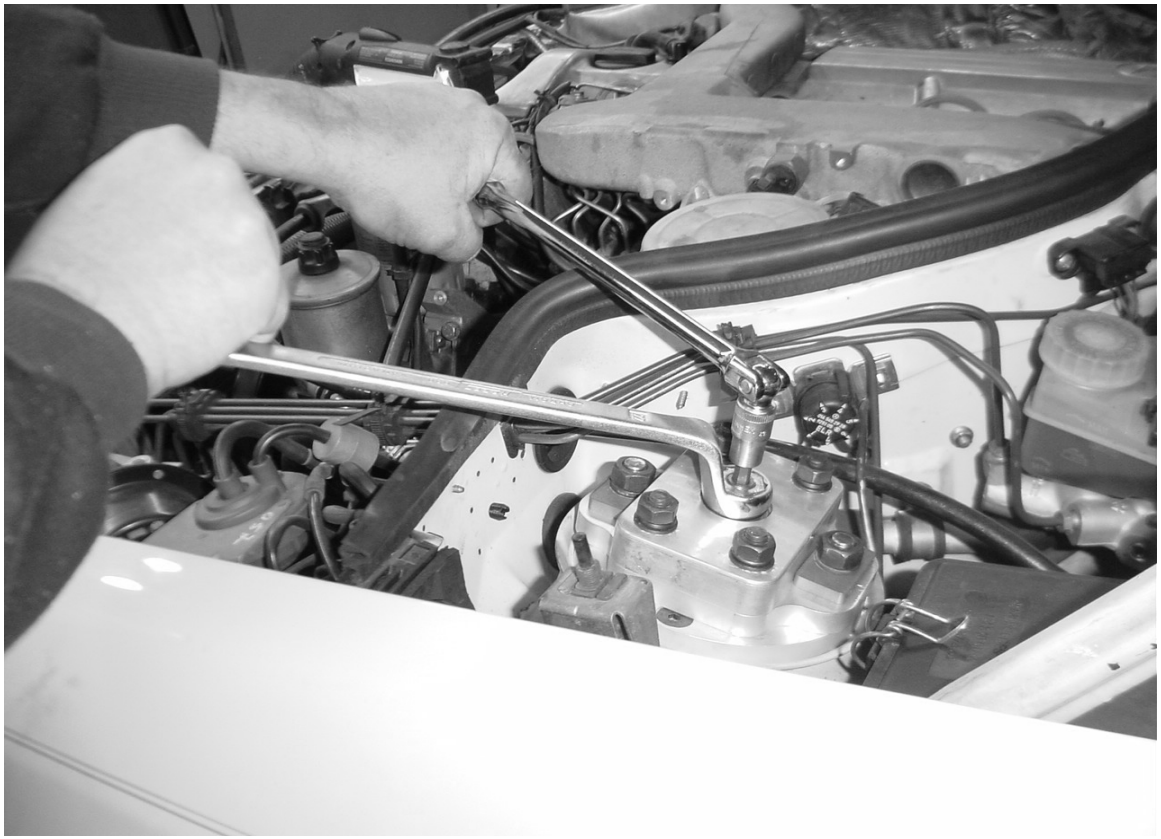
Install M14 Shock Shaft Nut that came off your shock (Use new nut that comes with new shock)

M14 Shock Shaft Nut

**Warning: Don't lose this nut,
They are very difficult
To replace without buying
A new shock!!!**

**RDM TEK PN 25-1003-01
(If we can get them)**

Tighten Shock Shaft M14 Nut



Using 3/8 Drive M7 Socket And Ratchet (or bar), hold Bar while tightening with Box End Wrench.

Torque set on next slide

Torque M12 and M14 Hardware at Shock Tower Top

Set the Camber Plate
To the distance that
Was measured prior
To Disassembly.

Initial Torque the M12 Nuts
to 40 N-M (30 ft-lbs)

Then re-torque the two M12
nuts to 68 N-M (50 ft-lbs)

Torque the M14 Shaft Nut to
80 N-M (This requires a
Special torque wrench or
Good judgment using an box
End wrench and allen wrench).

Retorque 4 @ M10 Nuts on top of Camber Plate

Re-torque all four M10 Nuts on top of Camber Plate.

Re-torque to 40 N-M (30 Ft-lbs)

Now you can remove the Floor Jack.

Torque Bottom Shock Housing to Spindle Cross Bolt and Nut

Torque the bottom
Bolt / Nut on the shock
Housing:

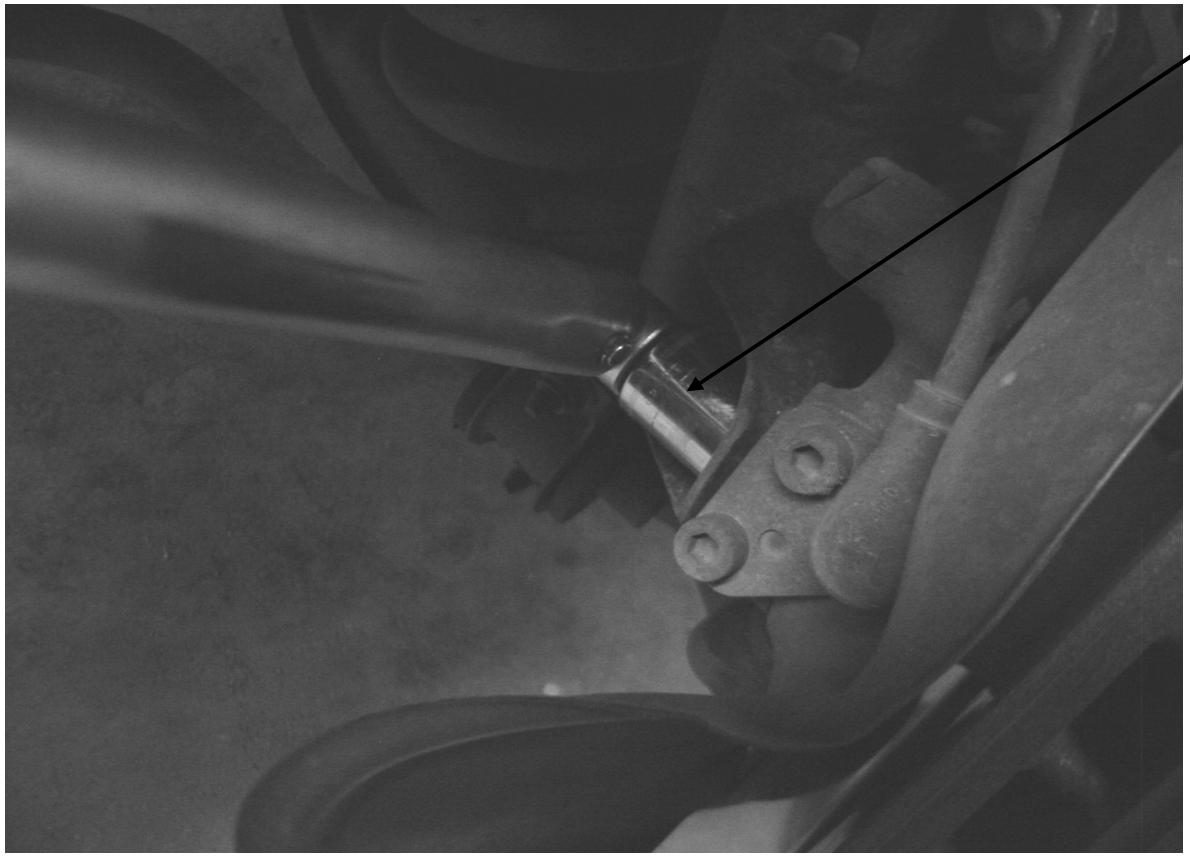
For M12 X 1.5 (190E and 300E
Torque to 110 N-M
(81 ft-lbs)

For M14 X 1.5 (400E and 500E)
Torque to 200 N-M (150 ft-lbs)

Before applying torque, make sure that you have an M12 or M14 Bolt. Excessive torque or M12 Bolt to the M14 torque specifications will cause Failure.

DANGER: MAKE SURE YOU KNOW WHAT SIZE BOLT IS IN THIS POSITION

Torque Bottom Shock Housing to Spindle Bolts (2 Places)



Torque the M12 X 1.5 Bolts (2 places) to 110 N-M (85 ft-lbs)

Reinstall Caliper and wiring

Hand install Caliper bolts
Then using ratchet,
Tighten them.

For Four Piston Calipers
That are installed with 2 @
M12 X 1.5 bolts, Then torque
To 115 N-M (85 Ft-lbs).

**For Single Piston Caliper.
Tighten one bolt to 35 NM
(20 ft-lbs) This is rare option
So be sure to check the MB
Factory Manual.**

**DANGER: We recommend
that you DO NOT
assemble the Caliper bolts
with an impact gun as
that could cross thread
them without you being
aware of that damage.**

Final assembly

- Reinstall brake hoses (if you installed new ones)
- Bleed Brakes, using pressure bleeder. (Note many times, people try to pump the pedal to bleed MB brakes. However, the suction is so great when you use the brake pedal, that it is often likely to pull in air at the back of the brake cylinder.
- Install Wheel and if you are using MB lug nuts, then re-torque those to 115 N-M (85 ft-lbs)
- You are now ready to install the other side.
- After installation, lower Hood Carefully to make sure there are no clearance problems.
- Be sure to get your car aligned. Have your Alignment Mechanic, look over the installation for you and make sure everything is properly secure
- Carefully test drive the vehicle to make sure that everything is working correctly.
- Your vehicle should have a four wheel alignment. The Front Camber may now be adjusted, especially if your vehicle has lowering springs.
- RDM TEK, Inc. only warrants the Parts you buy from us. We do not warranty your assembly labor, your vehicle, yourself, passengers, other persons, and other property. We only warranty our shock tower sub assembly parts to be free from defects (see Terms and Conditions on our Web Site).