

BATTERY CHANGE DIY – From SLK World

1. Tools Needed

- 10mm long neck socket (for top bolt and pole connectors)
- 14mm socket (for bottom Bolt)
- Ratchet
- Ratchet Extension (to reach bottom of pan)
- Rag (to clean out bottom surface of pan)
- Brass or brush or buffing wheel

3. Procedure

- I trickled charge the new battery before putting it into the car. This was more to see what "state" it was in. After about an hour it was on "float", so it was fully charged on purchase.
- Open Roof and lower windows (don't want to get locked out)
- Turn ignition off & remove key
- Remove Rain Cover (3 butterfly clips)
- Undo front top holder bracket nut, and remove top holder (it just twists off)
- Undo bottom nut to release battery base holder & pull out
- Loosen nut and Undo Neg connector (disconnect quickly as to not freak-out electronic's)
- Undo Pos connector same way (remove pole top cover if necessary)
- Pull out battery, with lift handles. Be careful of the vent tube.
- Clean bottom of PAN
- I also flushed out the drainage hole with high pressure hose.
- I also brushed the screw bolts to clean them up
- I brushed the connector's inside for a clean connection.
- I gave a quick spray of rust paint to the bottom bolt while it was off to further protect it.
- I noticed a few minor scratches - no metal exposure but you could see where the base of the battery touched the base of the pan, despite the rubber spacers. I added 2 additional rubber spacers where the scratches were.
- Replace with NEW Battery
- Reverse the mounting sequence
- Be careful when connecting the neg pole connector, connect once quickly and secure it with hand pressure while you tighten the bolt. You don't want power fluctuations to hit the electronics.
- The new battery pole cover had a small plug to close the vent plug not used (the battery has a vent hole on each side) - I reused the original vent elbow & tube (but I will replace it since it seems that the plastic is now brittle).
- It has been a tradition to cover the poles with Vaseline (or grease). I don't know if it's a Canadian thing, because of our harsh winters or if it's a added level of security against corrosion, but I've always done it, so I did it again.
- The original negative pole had no cover. The new battery had one for each pole, so I modified it to let the cable pass through. Make sure you have no sharp edges (I buffed mine).
- Replace cover
- I then turned on the ignition, all looked good so far
- I then started her up (Wow, she turned over much quicker - starter now seems like its on steroids!)
- I turned the wheel lock-to lock (I read somewhere this was necessary?)
- I raised the driver and passenger window and held the button in for a sec to reset the pinch system (I did it on window down as well but probably was not necessary)
- * My radio did not need a PIN or reset code (I think post 2005 - you don't need that)
- * Seats did not need to be reprogrammed, nor did the radio settings

NOTE: I saved on the price of the Original MBZ battery by finding an aftermarket replacement..

Total time 45 Minutes (a large part of that was cleaning/polishing/painting). It would have been 15 minutes for just a replacement.