

Trunk /Roof Rattle Solution! From B55 on the Forum

I have experienced a rattle in the trunk area of my SLK. This rattling only occurs when the top is up and on uneven roads at slower speeds (5-45 mph). It sounds like the trunk top is loose. This rattle only emanated from the driver's side of the trunk area. The passenger side made no sound.

This rattle is not the same thing as the typical creaking you hear from the top's rubber seals when it is closed.

I took my SLK to the dealer to have this fixed. They claimed they fixed the noise. But, of course, they didn't. All they did was spray some silicone on the trunk's rubber seals. This did not fix the problem. I was very frustrated. I even considered selling the car because the noise was so bothersome to me. So, on my day off, I decided that I was going to figure out the problem once and for all. I began inspecting all of the moving parts in the trunk and on the top mechanism. Everything was tight and sealing perfectly. I checked the spare tire area and all of the bolts and connectors on the trunk lining. All perfect. I removed all of the tools, first aid kit, etc. a long time ago so it wasn't that. I checked all of the moving parts on the trunk partition but it was opening and closing perfectly without any abnormalities. This took me about an hour. I was stumped.

Just as I was about to give up I noticed something. The trunk rests on two pins at the inside upper right and left hand corners. These pins are long screws with flat round rubber heads (see pic below). They are secured in place by nuts on the top and bottom of the steel plate that they are secured to. I noticed that the pin on the driver's side was significantly (about 3 inches!) higher than the passenger side pin. This caused the trunk top to close unevenly creating a much larger gap where the trunk seals when closed. I closed the trunk and pressed down on it hard a few times. I found that the gap on the driver's side had some play in it while the gap on the passenger side did not. I concluded that the rattling was being caused by these pins being uneven. I was right!

I opened the top half way so that the nuts securing the pin were fully exposed. I used two sets of needle nosed pliers and loosened the nuts. I then lowered the driver's side pin so that it was exactly even with the passenger side pin. I lowered the driver's side pin because the passenger side wasn't making any noise. Once I tightened up the nuts again and closed the trunk, I found that there was no longer any disparity between the driver's side gap and the passenger side gap. Also, the play in the driver's side gap was gone.

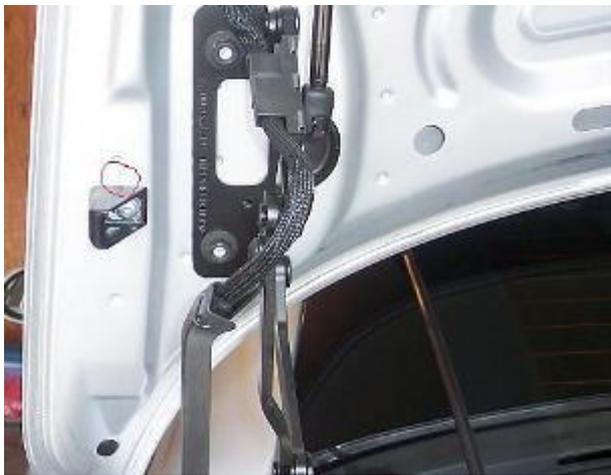
I got in the car for a test drive and nervously pulled out of my driveway. The trunk would normally start to rattle as soon as I pulled onto the street. But this time, it was completely silent! My fix had worked perfectly. This feels like a new car. All of the rattling is gone.

See the pic below for where the pin is located. I hope that this solution works for those who are experiencing similar rattling from the trunk area.



Trunk /Roof Rattle Solution! From jBanks on the Forum

After 2 years of quiet operation, i have started to experience as many members have, the dreaded **roof** rattle between 15-20 mph, over bumpy and not so bumpy roads. I tried b55's 'trunk rattle solution' and the 'piece of felt' solution and even had the dealer do the '**roof** rattle without the felt' solution (which btw is a tsb). No luck. Finally today, i pressed on the right side of my trunk (the quiet side) and noticed no movement (see red circles on attached photo on noisy left side). i pushed on noisy left side and there was 'creaking' in the red circled areas. So popping the trunk, i am trying to figure what would allow play in those 2 areas. originally, like b55 had done, i adjusted the bumper screws that go up or down. i've been from 15 mm to 21 mm and still rattled. but in my second photo, i now adjusted whatever this thing is. on the quiet right side it was set at 1 1/2 increments. (no idea what increments they are in. the noisy left side was at 2 1/2. so i took my trusty hex, loosened it, made it the same as the right side. closed the trunk, and voila! no give or noise in those 2 areas. tested the **roof** to make sure it did its thing and took it for a ride around the block. sssshhhhhh. quiet with **roof** up on bumpy roads at 15-20 mph. Hope this helps someone.



Comment & photo from etyu

Thanks JBanks for the tip. Interestingly mine is 3.5 on the left and 1.5 on the right (counting the marks from the line and going inwards or towards the center of the car), although I do not have any roof **rattles**.

I took a close up picture of the stopper (right side) with the graduation marks and the line that's stamped on the trunk/boot lid.



NOTE: These adjustable wedges are actually boot lid guides and ensure a snug fit

Trunk /Roof Rattle Solution! From seanmacc on the Forum

My trunk rattle with the **roof up** persisted for months (on the right side only looking forward) despite following the useful instructions on the forum. I first used jBank's pressure test to detect creaks when the trunk lid was closed and adjusted the two plastic guides further inboard without success. I also fitted strips of adhesive felt along the right angled ledge on which the parcel shelf can rest when the **roof** is up without success. I then used B55's method and adjusted the twin forward trunk lid support pins, varying the height until I eliminated the creaks, but the rattle persisted. One difficulty with the pin height was knowing the correct measurement so I took the opportunity of checking three other SLKs when we met and found all were set at 19mm each side. None of these owners suffered the **rattles**, so I used that to equalise the height on each side. The rattle persisted.

I then used the method suggested in another post of opening the trunk lid and using my fist to bang the underside. When I did this I heard a slight sound similar to the rattle in the trunk lid. I tried lateral movement of the trunk lid support brackets to emulate the sound, but that was futile and the brackets were very rigid. I should mention I have previously made several checks of the **roof** brackets under the parcel shelf area and in the cabin and have always found them strong and free of lateral movement. On an impulse I sprayed the pivot pin linkages in the trunk brackets with WD40 after which I was then unable to reproduce the sound.

I suspected that my particular problem was the pivot pin linkages in the trunk and **roof** brackets which do not have a friction bearing of any kind. I concluded that when the car goes over an awkward bump there could be some flexing with a slight movement in the pins accumulating with the number of pins to be the general source of the noise.

I then sprayed every one of those in the lower part of the trunk and below the parcel shelf with *lithium grease*, let it gel and then took the car for a drive over some good testing road surfaces. There was improvement, but not complete. I next sprayed the grease on the accessible **roof** strut pivot pins inside the cabin and let it gel (**Use the broomstick method of keeping the roof partly open for best access**)

Dramatic improvement on my test drive, but I did not trust it and waited a few days. I repeated the test run and found I virtually eliminated the rattle although present on occasional very rough bumps. I suspected there was a pivot pin in the system that I missed so I checked them again. Since the grease treatment I have driven the car for over a year without constantly listening for and fretting over the rattle.

Here is a shot of the trunk bracket with the pivot pins at each joint. The other brackets are under the parcel shelf and in the framework of the cabin top and accessible from inside the cabin. There are also pivot pins where the frame exits the panel beside the parcel shelf which you can identify by the small flap that lifts to allow the brackets to raise the **roof** and then closes by gravitational action when the **roof** is down. They are hard to see in the confined space under the parcel shelf and awkward to reach. As you can see from the trunk lid photo, there are a lot of pivot points in the system.

