

The rag - Rubber and Latch maintenance

Who does not know those annoying sounds that seem to come from somewhere in the depths of the body - usually somewhere from the back or top of the roof. This guide is intended to help to bring our favorite Roadster R171 acoustically back into balance.

Why the roof ever making that noise?

The body shape of an open Automobiles, for which, despite tin roof includes our SLK is, by design not as rigid as a closed car. Therefore, the body components roof, doors, hood and trunk lid relatively depending on the operating state (maintenance state of the gums, road conditions, speed, suspension, wheels, vehicle age, temperature) move towards each other. At the crossing points, the designers have built wohlwissendlich rubber parts. The noise occurs when the components are working and not slide past each other gently but make jerky movements. then you hear this annoying squeaking, crackling or creaking. This can be especially during the cold season, when the seals are harder and less pliable or if there is condensation in mind are particularly striking.

If the motion points sufficiently maintained, is clean and lubricated, the parts slide silently past each other.

The right lubricant

The market various rubber care products are available. I will limit myself therefore to the essential variations and describe their characteristics and effects.

- a) *Rubber care stick*: Usually, these are a Plastic bottle with a sponge for application. The center itself is thin. It nourishes the rubber and refreshes the colors.

When applying to quickly drop down a bit. Man should always keep a cloth under the sponge so that the mess can be collected the same. The tincture pulls slowly into the rubber and leaves on the surface a greasy film, the spotted Accidental contact fingers and clothing. Although the treatment for some noise from squealing help

Seals, but unfortunately only for a short time. Therefore I use the funds from only and to the rubber of the side window or rear window shelf D9 to keep it smooth. The glass but an ugly lubricating film can thus form the top of the contact points.



- b) *vaseline* The affordable classic is a colorless, acid- and odorless lubricant. It can be used by the baby's bottom to the machine tool. Vaseline is neutral to all materials, thereby pulling a nut in rubber or plastic. Vaseline is a base for many ointments and creams, so I will not go further to other similar substances such as (Melkfett, Nivea cream).



The smooth texture allows easy application with a finger. Residues can be completely removed and washed out (clothes). For me it is the ideal lubricant because it can be used universally: When changing a tire something on the wheel hub, a finger swipe to the hakenlock mechanism or in the winter some on the chapped lips.

- c) *Hirschtalg* This natural raw material is from the fat of deer. A little sounds unappetizing, but the tallow is odorless. It has almost the consistency of candle wax and is available in stick form. It is like a Labello lip balm applied. Stroked with the pen over the areas to be treated and the substance rubs it on the rubber.



Even deer served its purpose excellently, but can be applied not as simple and uniform as Vaseline and leaves clear traces on the bright dark gum. It is touch dry and very durable, making it ideal for roofing above the windshield. There, my co-driver takes out like cling around, even though I drive eigentlich quite well.

- d) *talcum powder*: Talc (with `k`) is a natural white mineral. It is water-repellent and lubricating. The powder is a health hazard and must not be inhaled. It makes application difficult. Since it does not adhere to the rubber it trickles everywhere, which can spoil the whole interior. Have fun while cleaning. With dark clothes should each getalkten seal stuffs. The effect is unsatisfactory. My advice: Leave it on the shelf because it belongs.



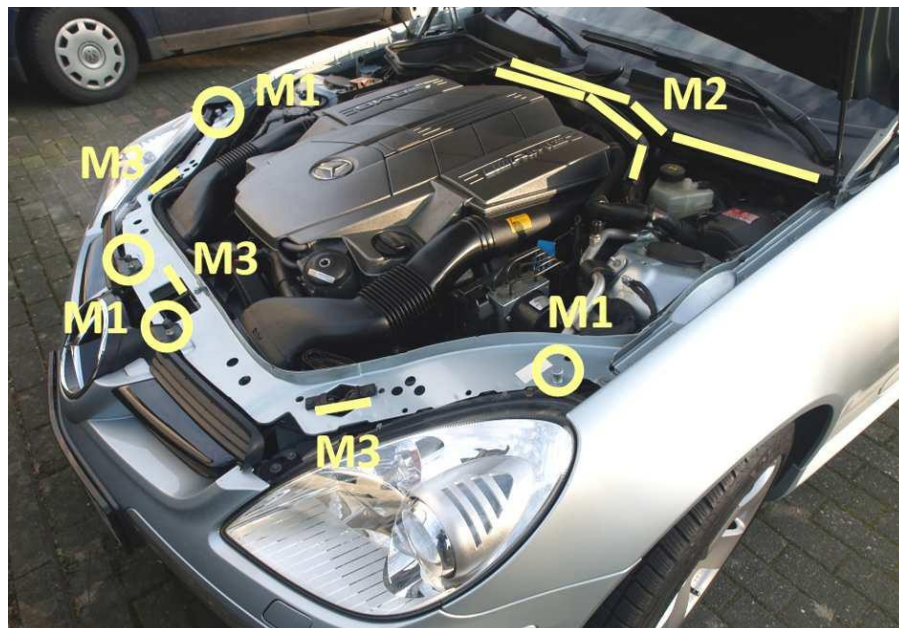
Where and how do I have to grease?

In one sentence written Übberall where you see rubber. And it there abundant in our little coatis. In the pictures I've marked the areas and numbered. I recommend the points previously with a damp cloth of old Schmierer sten and clean dust. Then you dipped a fingertip into the Vaseline and spreadable they tonnes. It is sufficient if a thin film is applied, this is ultimately no Butte rbrot.

- a) *doors*: T1 Ber scale calibration of the A - column; T2 corresponding counterpart on the door; T3 circumferential seal around the door, door lock T4 fat only the area with traces of seizure, not forget the opposite side of the frame



- b) *bonnet* M1 four round hood bearing points a smear only very thin, it may even happen that tstehen after application squeaks s, then away with the stuff; M2 engine compartment seals (for noise relevant no t); M3 three hood locks to friction points d en fat, Ironing in the hood eb Enso



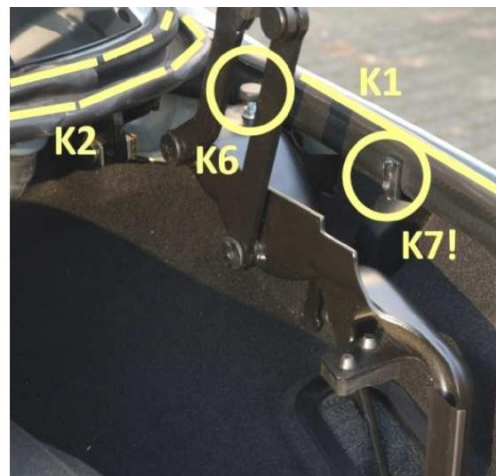
c) *the trunk lid*: K1-round boot seal (hidden locations on the C - pillar reached only half the roof is open); K2 double seal for rear window and C - columns; K3 locking latch for the lid to friction points fat, hooks mitsch mieren in the lid; K4 detented for divider (2x) at friction points schmie reindeer;



K5 and K6 (2x each) Aufla polka dot for trunk lid, lubricate only very small;

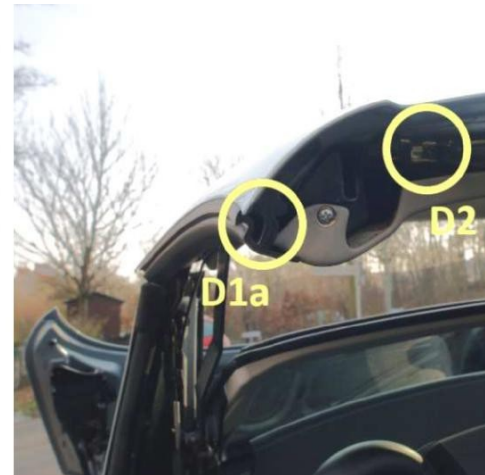
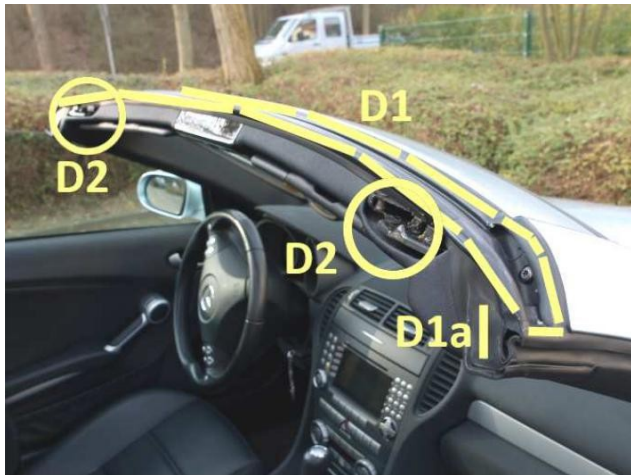


K7! outside of the plastic wedge in the lid and counter bearing on the frame well also double seal to the rear window smear and more often also counter bearing on the frame grease well Check trunk lid because here come the creaking noises



- d) *top, roof* The most extensive range of lubrication, with the ignition on the Open roof half to comfortably get to all areas. D1 double seal on the window frame (painted mating surface on the roof of the old grease residues

clean); D1a the end-side pressing portions; D2 centering and locking of the roof, alignment pins and friction areas of the hook good fat;



D3 double seal in the bend region of the C - column; D4 frontal contact points of the bend point; D5 Seals ng to the roof top, painted here opposing surface of old grease remains clean n; D6 bearing surfaces of the C - pillar, on both sides fat; K1 now accessible part of the K offer space seal;



D7 lateral rear seal; D8 double upper rear Scheib endichtung; D9 Seal the Hutablage, finally maintain D10 stops the disc.

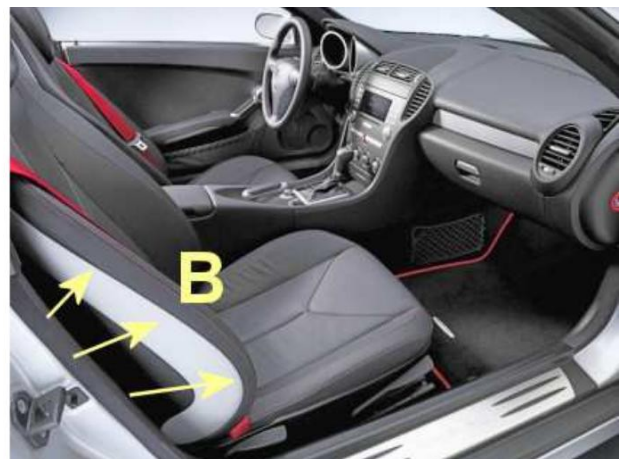
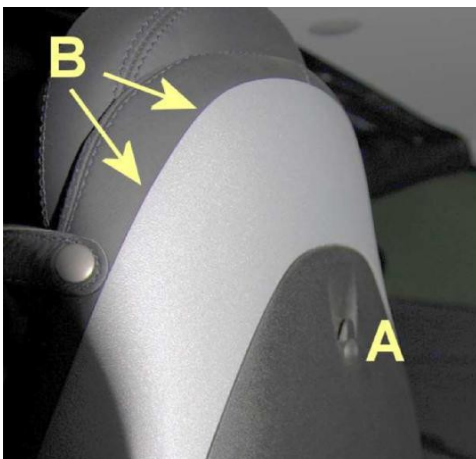


The above mentioned noise sources are still joined by two special features in

Interior, because here the seats can be unpleasant noises:

- If the seat is pushed far back or inclined, he can rest against the back wall. Usually one does not notice when adjusting. But when driving, the seat can be uncomfortable rubbing against the back wall. Although a plastic plug at the location provided in the backrest A, but does not really help. Either you put the seat a few millimeters to the front or sticking a small piece of foam rubber, felt or velvet to the friction point.
- Even the leather of the seat can be uncomfortable creak as you move it. If the leather has dried over time, it can rub in the seat shell and creak annoying. The annoying pops and crackling noises has its origin at the point of transition to the magnesium frame B. One does not have to be the thing to Mr. equal to remove the seat:

Imagine the seat to the forward position, to have space, gives a little leather conditioner or Vaseline on a cloth, the cushion moves away from the frame, rubbing the hidden place a well. The entire seat must be treated so you can pull the cloth also from the beginning buckle around the seat. The leather cushions may be about to lift a centimeter, this works best in pairs. Please be careful not to pinch your fingers. Visible remnants of care products so good rub does not suffer the optics.



If all goes well, the SLK is once again as quietly and calmly as you would expect. I wish much success and leisure at Dichtungstreicheln. ☺