

CLK 550 passenger side bumper exhaust cutout.



These are the tools I used for the bumper cutout.

Dremel (grinding wheel – plastics cutter – guide – cutting wheel)

Drill and bit

Marker – goggles – mask – painters tape – duct tape



VIS Diffuser – covered with painter's tape to protect finish during my handling

OE diffuser/bumper with painter's tape over area to be cut out

Helps with marking – if you make a mistake just remove tape and apply more

Helps with avoiding surface splintering of paint and plastic

Helps with finishing edges

Used diffuser to draw cutout

If you are not adding an aftermarket diffuser, you will need to make a template.

- The pass side cutout will be a mirror image of the driver side
- I've found the cardboard of coke/soda or beer 12-packs are good for stencils
- Make sure your stencil is formed to include part of the bumper underside on either side of the drv side opening. This will help to align the cutout for the pass side by using the underside of the bumper edge as a reference point.
- Measure from the top and end of the black insert to validate your cutout marking
- Measure 3-4 times before cutting – also stand back and "eyeball" it

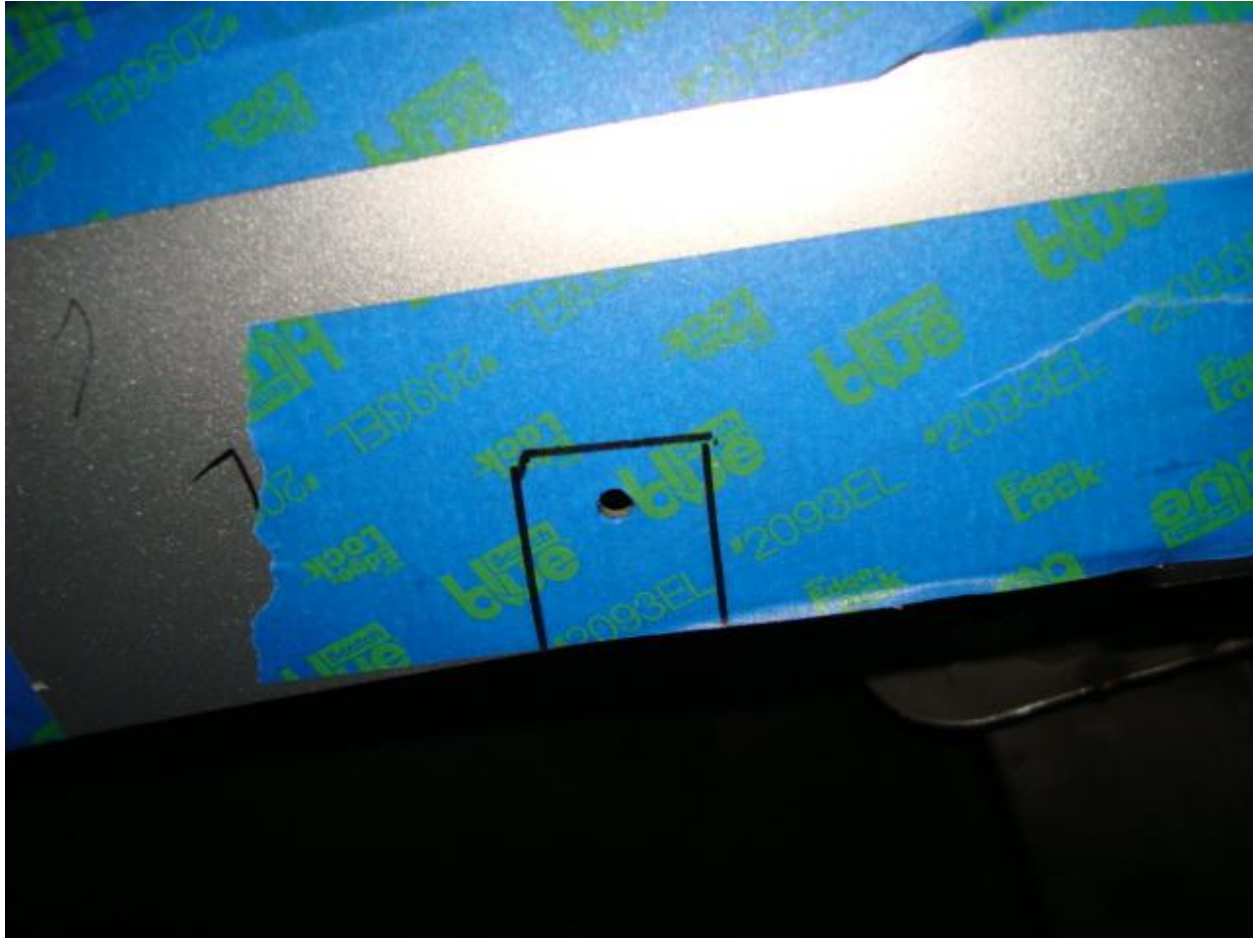
Another reason for the painters tape is that when using duct tape to hold the diffuser in place for measurements and checking, I didn't have to worry about the duct tape residue on the paint finish. The muffler shop tech who did my interim exhaust pigtail from the drv side muffler to the pass side exit would be handling the diffuser to align the tips. I didn't want him scratching the finish.





You may need to grind down the black plastic here, across from the tip. Had to grind mine about 1/16" to get an "unstressed" fit of the diffuser on mine.

At this point, with the cutout lines drawn and the area to grind is marked, you could take the car to a body shop and have them cut and finish.



Make a test run using the Dremel. There is a tendency for the cutting tool to “walk”. So practice in an area to be removed to learn to control the tool movement.

You should run your cut a minimum of 1/16” below the cut line.

Use the grinding wheel to get closer to your cut line. (to within 1/64” if you are not installing a diffuser)

Use a flat and a rat tail file to finish the edges to the line if you’re not installing a diffuser or if you wish.



This plastic brace will be to the right of center. It is a bit hard to cut with the plastic cutting tool (the one that looks like a drill bit). You can locate this before you start cutting and mark the painters tape on the side you will be cutting from. Skip cutting the bumper here. Use the cutting wheel to cut the bumper here last, then remove the bumper piece to expose this brace. Use the Dremel cutting wheel to cut it off.



This is how it looks with the grinding wheel finished edges. I did not file it down.





I used a couple of these as a brace to connect the VIS diffuser to the bottom of the OE bumper. It is not really needed. I'm just "old school" . ☺





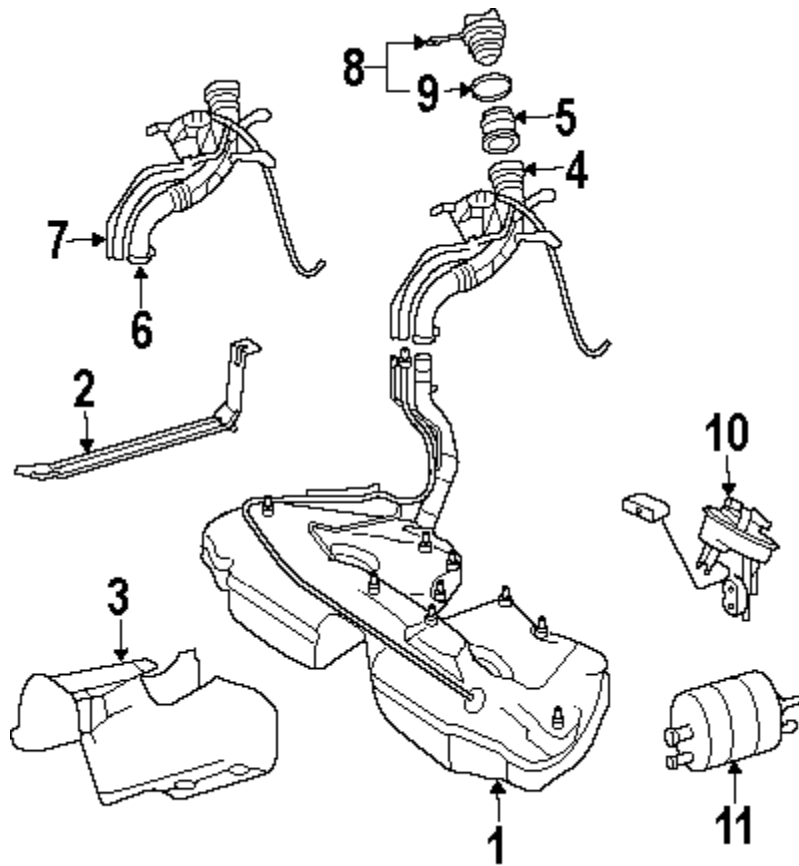


I thought I would use the pigtail piping arrangement longer (had planned a year), but it was an abomination. ☹️ It was a “cheap” solution and would allow me to stay on the budget I had for the car. After driving for about 1000 miles, I had enough. I changed the budget 😊 and accelerated my plans to the full dual config posted.



This pic is still with the pigtail piping but the diffuser install came out well.

Fatz MB

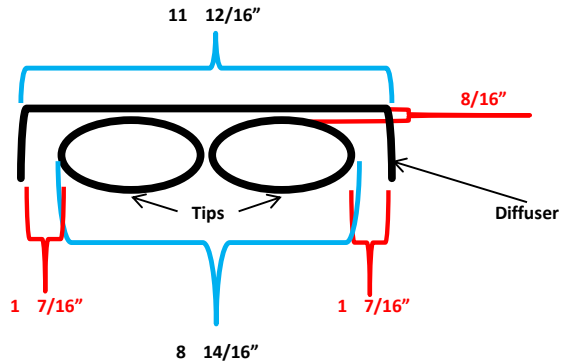


Parts.com CLK500 Fuel system diagram.

Exhaust Tips Alignment

Fatz 2008 CLK550
June 2013

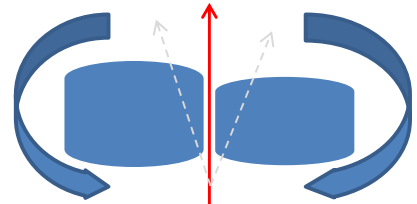
View From Rear



$11 \frac{12}{16} - 8 \frac{14}{16} = 2 \frac{14}{16}$
 $(2 \frac{14}{16}) / 2 = 1 \frac{7}{16}$
Measurements made from inner walls of diffuser opening

View From Top

Drivers Side



0 degree lateral rotation

View From Top

