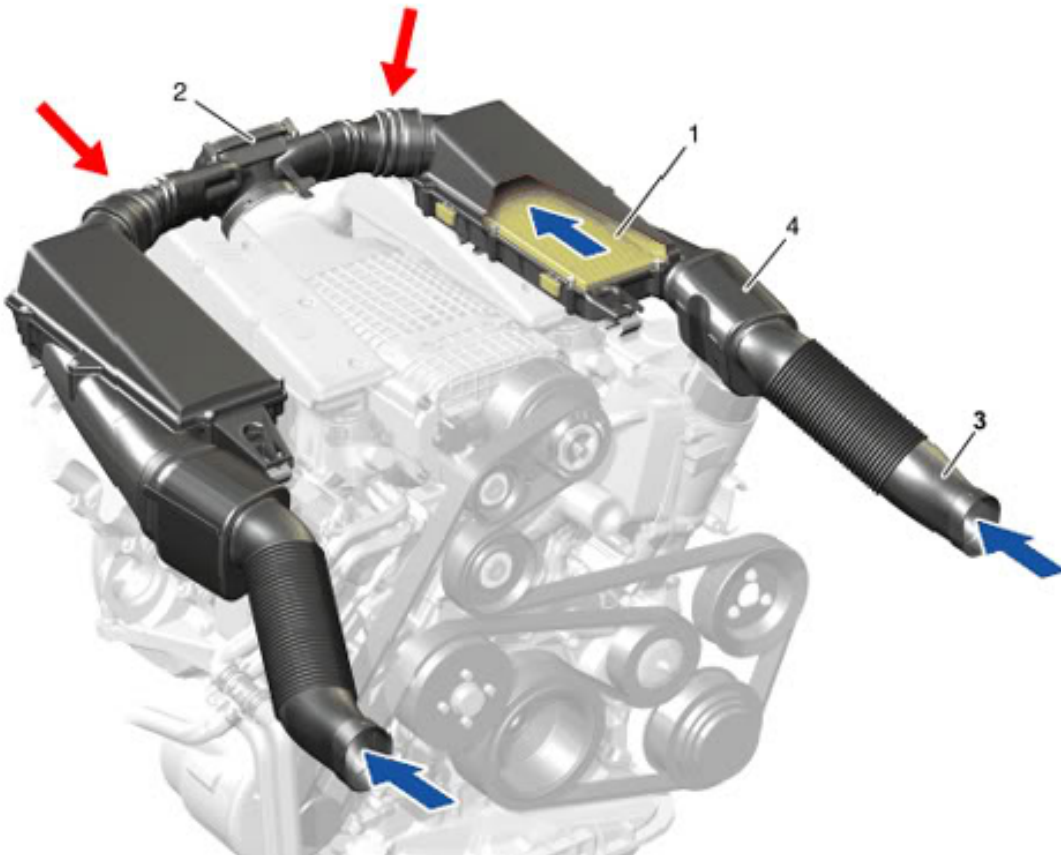


Schematic:



Part No

SL55

Y-Pipe assembly with hoses attached: 113 090 01 29 -

Individual Part Nos:

y-pipe only MB Part # 1130940103

Airbox to **Splitter** Hose 1: 113-094-23-82

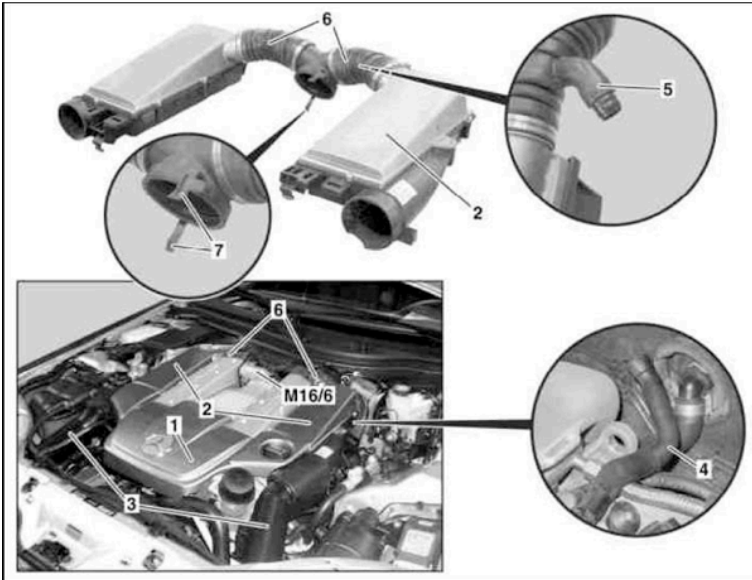
Airbox to **Splitter** Hose 2: 113-094-24-82

Installed Pictures from C32



Parts Required:

1. 1ea. SL55 Y-Pipe assembly with hoses attached: Part # 113 090 01 29 -
2. 2 off spacers cut from existing Y-Pipe hose
3. 2 off Clamps for Y-Pipe/Inlet Hose connection.



Shown on ENGINE 113.990

- 1 Top engine compartment panel
- 2 Air box
- 3 Engine suction fan ducts
- 4 Crankcase ventilation hose
- 5 Vacuum House connection
- 6 Y-Pipe with Hoses
- 7 Catches

Referring to parts nominated above;

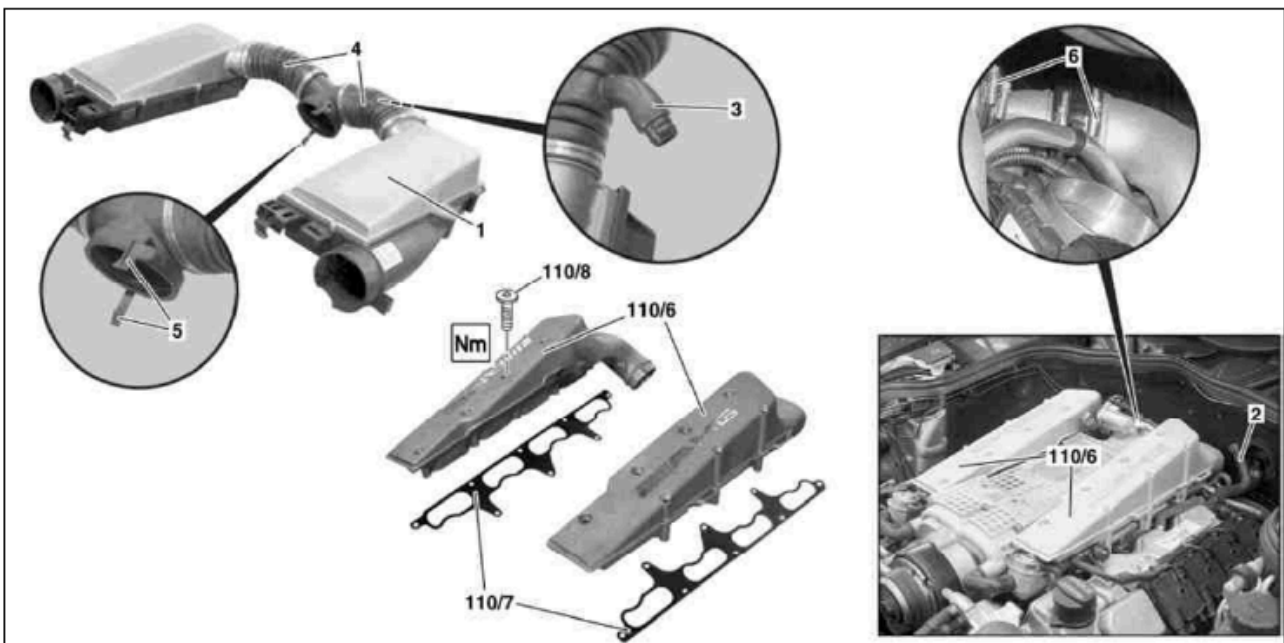
1. Remove item 1, it is just clipped in and can be removed with a little force.
2. Uninstall the stock Y-pipes hoses, the stainless clamps are removed by squeezing clamp with pliers and levering with a screw driver.
3. Remove Vacuum hose (see item 5 above) from Y-Pipe hose, this can be pulled out with a little effort.
4. Unscrew airbox covers (tork screws), and then remove airbox from Y-pipe hoses and place to one side. Give the airbox as well as filters a clean while you have a chance.
5. The Y Pipe has a clip on top, and a clip on the bottom. Look at your new SL55 Y-Pipe to see how it works. You lift the end of the top clip closest to the nose of the car, pull the Y-Pipe towards the firewall, and it pulls right off of the throttle body. You should now have the stock Y Pipe complete with hoses off the car.
6. Ok now for some tricky bits which were not explained well on the original SRT DIY procedure. Firstly, the SL55 Y-pipe and hoses are

much bigger than original and touch the rear firewall. there are two metal clips which connect the wiper well to the firewall. Remove these as they will lead to wearing out holes in the Y-pipe hose in the long term. I also placed some double-side foam tape where I thought the Y-pipe house would touch the firewall.

7. Now for another tricky bit.....somehow you need to slide the new Y-pipe assembly into position. You do this from the RHS (as you face the engine from outside) and snake it into position. Be careful of the bottom Y-Pipe clip as it does have to bend quite a bit in the process.
8. The New Y-pipe hose ends are larger in diameter than the originals and in order to fit over the Airbox inlet tubes a spacer will need to be found. After some deliberation I just cut a small section of my old Y-Pipe hoses (about 12-15mm) and used this as the spacer. OK, this means you will have to get new hoses if you want to go back to stock, but it meant that a perfect seal could be achieved.
9. The rest is an easy matter of putting things together.

- Let the engine cool down prior to working on it.
- Make to re-connect the Vacuum hose!
- Listen and check for leaks prior to driving.

Some stuff from WIS:













P09.41-2285-09

Shown on engine 113.990

- 1 Air cleaner housing
- 2 Crankcase ventilation hose
- 3 Fitting

- 4 Intake line
- 5 Catch
- 6 Hose clamps

- 110/6 Top of charge air distributor
- 110/7 Gasket
- 110/8 Screw

|   | Removal/installation | | |
|---|---|--|--|
| 1 | Remove top engine cover |  Removal: Pull engine compartment paneling upwards at both sides of air cleaner housing (1) and at the bracket. | |
| 2 | Remove right and left engine intake air duct | | |
| 3 | Remove air cleaner housing (1). |  Removal: When removing the air cleaner housing (1) make sure that the intake line (4) is not twisted. If the air cleaner housing (1) is removed incorrectly, the steel ring in the intake line (4) can become deformed and work itself loose when the engine is running.  Removal: Carefully raise air cleaner housing (1) and detach crankcase ventilation hose (2) at fitting (3) of intake line (4).  Installation: Ensure that the catch (5) of intake line (4) does not break off when fitting onto the throttle valve actuator. A broken catch (5) can be sucked in by the engine and thus cause engine damage.  Installation: Moisten the sealing ring, throttle valve actuator and retaining rubbers with sliding compound. Anti-friction fluid (Naphtolen H) | AR09.10-P-1150SVK *BR00.45-Z-1003-06A |
| 4 | Loosen hose clamps (6) at the top of charge air distributor (110/6) | | |
| 5 | Unscrew bolt (110/8) at the top of charge air distributor (110/6) |  Note the different lengths of bolts. Cover over openings with a fluffy rag.  | *BA09.41-P-1001-01C |
| 6 | Lift the top of air distributor (110/6) on left and right |  Installation: Install new gaskets. | |
| 7 | Install in the reverse order | | |