

Instructions for removing/replacing the seatbelt feeder mechanism

07 W209 CLK coupe, but probably similar for other years.

I am, of course, not responsible for anything you might screw up on your car. These are just some pictures I took and a log of my experience in doing this fix.

You'll need:

- Torx T45 **socket bit**
- Torx T20 bit (only if you need to remove the motor off the assembly)
- Philips head screwdriver, (fairly small one)
- Socket wrench, at least 8 inches or so
- 10mm socket and extender
- Needle nose pliers or similar
- Ideally you'll also want a torque wrench.
- A bit of care and attention so you don't screw something up.

Additional References courtesy of Rudeney

<http://benzbits.com/w209/RemoveSidePanellingCoupe.pdf>

<http://benzbits.com/w209/RemoveSeatBeltPresenter.pdf>

Part Numbers

Feeder Assemblies:

MB 209 860 05 82 (Belt feeder, left side – probably the entire assembly with motor and arm – according to Pelican Parts this is the updated version)

MB 209 860 02 82 (Belt feeder, right side – probably the old version as its off my car (2007))

Just the Motors

Bosch 0 390 201 968 (Right)

Bosch 0 390 201 967 (Left)

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1. This is actually optional but helps a bit to make things a bit easier down the road. Remove the front part of the feeder arm. There's a little hold in the bottom of the extendable part that you can get at with a thin flathead screwdriver or something of that nature. Takes a bit of effort to get it done.

Obviously turn the car on to accessory and open+close the door to get the arm to extend.

If your arm does not extend, no biggie. Just pull it out by hand, carefully so you don't ruin it somehow (leave the car off)... you can even remove the whole arm if you like.



2. Get these two screws off.



3. And remove the rubber weather stripping. Two pieces, one smallish rubbery “elbow” piece and the big weatherstripping piece that goes down to the sill.



4. About $\frac{3}{4}$ of the way down the door there is a tiny little plastic tab thing. It has a hole in it. You need to use some needle nose pliers or something to grab it and pull it out. That will release the clips.



5. Remove this plastic thing. Press up first, easier.



6. Now the entire side panel can just come off. There are two clips on the rear side that hold it down. Just lift from the rear/bottom area where it meets the rear seats. May take a bit of effort and might accidentally remove some of the window weatherstripping....no biggie just press it back in. You can lay the whole thing flat on the back seat.



7. Now get the T45 socket bit. Remove this massive bolt that holds your seatbelt shoulder mount point to the frame of the car. **Be careful. There's quite a few washers in there, and I assume they all have a reason to exist. Don't lose anything. Torque spec is 30 Nm or about 22 lbft, so a standard size wrench should be plenty.**



8. The assembly is held on by two 10mm nuts. Remove them. Don't drop anything – if you do, solid chance the nut ends up in the deep recesses of the door panel that would be a huge pain to get to...imagine years of endless rattling. Be cautious. Also, remove the wiring molex thing. A screwdriver (precision type) helps here.

Note the pic is taken from inside the car.



9. The assembly comes right out now. If you haven't already, remove the plastic arm by pulling SLOWLY. You will be forcing the sprocket to drive the worm gear of the motor, so don't yank like it's the apocalypse. If you need to, you can remove the motor with a T20. The two screws below.



10. The culprit in my case. Note a tooth is missing from the sprocket. The whole thing is held on by three clips which you can just pry off. Open it up and replace the sprocket if that's what you need to do. Or just replace the whole motor.



11. Good sprocket with bad sprocket. Side by side.

The two motors might actually be the same, just with the plastic output side reversed. The mounting is rotationally symmetric I believe (haven't verified, but that's my guess).



12. Reinstall in reverse order. You need to torque the T45 seatbelt mount bolt properly. This is where the torque wrench comes in.