

Notes for switching a single din cage to a double din cage W210 E320 (mine is 2002).

These are my notes for how I switched from a single din to a double din cage. I did it for the first time this afternoon. I do not work on my Mercedes often and consider myself a complete amateur. The total installation took me all afternoon with a few breaks. A few things took much longer than should have, and I'll show you how you can save hours.

First buy the double din cage from ebay or a dealer (part number 210 689 09 16), \$50 from dealer.



Here's the before image:



Here's the during image: (Complete with baby monitor)



Here's the after image, I'm still waiting for the double din burlwood trim so I put the single din back on for now:



....still waiting for double din burlwood trim to arrive

Here's the Uninstall Overview:

1. Remove the center console.
2. Remove Ashtray, radio, ac/heater control
3. Remove the upper ac/heat vents. (can't remember if this is necessary)
4. Remove burlwood trim and switch (hazard, heated seat etc... switches)
5. Unscrew din cage

6. Remove glove box
7. Remove ac/heat ductwork behind the single din cage, both on driver's and passenger sides
8. Gently twist din cage out and remove.

Install Overview:

1. Install the ac/heat ductwork on the driver's side only.
2. Gently twist double din cage into general area.
3. Install the ac/heat ductwork on the passenger side.
4. Screw din cage into place.
5. Install switches, test hazard lights make sure still work.
6. Put ac/heat control back in and ac/heat vents
7. Install center console.
8. Install glove box

Here are some pictures of the process.

1. Remove the lower center console.

Go here and watch: http://w210.pietrzyk.net/disassembly_interior.htm the only thing the video does not show is that there are 2 screws under the compartment that need to come out. They are under the tiny rug in the compartment.





You will want to remove the molding and compartment of the lower console just as the video shows. I did it later in the process, good idea to get it done right away.

2. Remove Ashtray, radio, ac/heater control



Use the radio removal keys, found on ebay.

3. Remove the upper ac/heat vents. (can't remember if this is necessary)

Follow this video to do it:

http://w210.pietrzyk.net/disassembly_68inter_step3.htm

4. Remove burlwood trim and switch (hazard, heated seat etc... switches)



The trim is held on by 2 black screws under the climate control unit. After these are gone, the trim panel will be sitting in your hand. The switches will still be attached to the back of the burlwood.

Mine has heated seats, so there are two electrical connections. One is for the heated seat module and the other is for the hazards lights. It's cool how Mercedes built this unit. The heated seat module screws overtop of the hazard module.

Disconnect the obvious electrical connection. This is for the heated seats. There will be another wire and electrical connection that is inside of a plastic housing. This one is harder to disconnect. Don't worry about completely removing the wires, the entire housing will separate from the burlwood and you can just lay it over to the side with the wire still attached.

Here's how I disconnected the housing from the burlwood trim. I unscrewed 3 small screws on the back of the plastic housing. I can't actually remember if this is necessary or not. I am pretty sure this is the heated seat module attaching to the hazard module.

Then look at plastic housing, it held on by a few imbedded plastic clips. Push in the clips in gently and then gently push the two outside heated seat switches and the housing will push apart from the burlwood.

This whole thing took me about 3 minutes to figure out. It is pretty intuitive and you'll get it no problems. Then the dash will look something like this:



5. Unscrew din cage

There are only a few screws holding the din in place, easy to locate.

6. Remove glove box

Again, watch the video.

7. Remove ac/heat ductwork behind the single din cage, both on driver's and passenger sides

You'll see the black tubing coming out of the firewall, (I'm not sure if it's the actual firewall or not—probably not--you'll see it no problem).



Just yank it off and then twist it out. Pictured above is the passenger's side duct work. It's not held on by anything other than friction. The driver's side takes a bit to twist out. I just about folded it to get it out. The tubing will snap back into shape.

8. Gently twist din cage out and remove. Don't try to slide out the side, twist it out the front.



To install the double din, pretty much do everything in reverse. The main thing to remember is to install the ac/heat duck work on just the driver's side before you put the double din cage in place. The driver's side has less wiggle room, and doing this first is the only way I could get the duct work attached properly.

Here's a picture with the double din sitting in place. I could not attach the air duct with it in place first:



Another picture of the double din:



Here's the final with the single din burl wood trim. Should be getting the new double din burl wood soon.

