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03-28-2011, 04:37 PM #1

thecoopdog
 Newbie
[Garage is empty, add now](#)
 Join Date: Nov 2004
 Posts: 9
 Drives: 1997 mercedes E320, W210 Body



Double Din Conversion '97 E320 W210

I realize there are numerous threads on w210 double din conversions, but I thought I would share this one with you that I completed last week on my 1997 E320. I purchased the new double din bracket or cage (Part number 2106890916 - Reinforcement for 2000 - 2003 E320 - \$30 plus shipping) and new burl wood double din bezel or console (Part number 21068023367400 - COVERING - \$243.80 plus shipping) from Parts.com. The new bezel or console had to be ordered from MB Germany, and it comes with seven (7) button holes across the top. Since my old burl wood console only had three buttons across the top (including the emergency flasher button), I had to order four hole fillers or covers for the four extra holes in the new burl wood console (Part number 2026831310 - BLIND COVER - \$5.29 each), also from Parts.com - Joe was quite helpful with researching and handling the order. (See photo with blank buttons.) The most difficult part of the conversion was removing the old cage or single din reinforcement bracket. I simply read the threads on how to do the conversion and followed the step by step directions of those who came before me. I owe all of them a big thank you for the great information and directions. With that said, once you get to the actual single din bracket, be patient and persistent, it will come out. If I had it to do over again, I would probably remove my glove box, as suggested in some of the threads. This might make it somewhat easier to remove the single din cage and install the new double din one.

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03-28-2011, 05:33 PM

#2

EdzBenz

Super Member
Garage is empty, add now

Join Date: Jul 2005
Posts: 626
Drives: W210 W140



Nice install. Thanks for sharing.

Ed

1984 190D 2.2L, 5-speed, grey market (bought @ 30,000 miles sold @ 170,000 miles)
1999 E300DT 185,000 miles
1999 S500 Grand Edition 68,000 miles



03-28-2011, 09:56 PM

#3

kbad

Member
Garage is empty, add now



Join Date: Apr 2010
Location: southlake, tx
Posts: 117
Drives: 2001 E320



excellent job, looks fantastic! ...enjoy the tunes.



03-31-2011, 12:52 PM

#4

romarr1

Newbie
Garage is empty, add now

Join Date: Mar 2011
Posts: 1
Drives: 19996 e320

Quote:

Originally Posted by **thecoopdog**

I realize there are numerous threads on w210 double din conversions, but I thought I would share this one with you that I completed last week on my 1997 E320. I purchased the new double din bracket or cage (Part number 2106890916 - Reinforcement for 2000 - 2003 E320 - \$30 plus shipping) and new burl wood double din bezel or console (Part number 21068023367400 - COVERING - \$243.80 plus shipping) from Parts.com. The new bezel or console had to be ordered from MB Germany, and it comes with seven (7) button holes across the top. Since my old burl wood console only had three buttons across the top (including the emergency flasher button), I had to order four hole fillers or covers for the four extra holes in the new burl wood console (Part number 2026831310 - BLIND COVER - \$5.29 each), also from Parts.com - Joe was quite helpful with researching and handling the order. (See photo with blank buttons.) The most difficult part of the conversion was removing the old cage or single din reinforcement bracket. I simply read the threads on how to do the conversion and followed the step by step directions of those who came before me. I owe all of them a big thank you for the great information and directions. With that said, once you get to the actual single din bracket, be patient and persistent, it will come out. If I had it to do over again, I would probably remove my glove box, as suggested in some of the

roach_juts

Member

[Garage is empty, add now](#)



Join Date: Nov 2007

Location: entertainment
capital of the world, Social
Posts: 141

Drives: 2000 e430

(w210), 1979 240D (w123),
1992 300e(w124), 1990
mitsubishi galant VR4



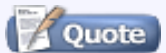
hi

did you do the wiring by your self ?

where did you buy the harness & antena adaptor ?

did you used the amp or bypass it ??

Thanks



04-12-2011, 11:50 PM

#8

bad hare

Member

[Garage is empty, add now](#)



Join Date: Aug 2009

Posts: 102

Drives: 1999 E320



good job.

i looked into this in the past, but didn't have the time to complete it.

looks great

1999 E320 (stock for now)

2006 GTI (Package 2, Stage 2 Revo, ATP Catless Downpipe, Forge DV, EVO MS intake, 24lbs boost, coilovers)



04-13-2011, 11:22 PM

#9

OceanView

Senior Member
[Garage is empty, add now](#)

Join Date: Sep 2004
Posts: 440
Drives: W212 & W210



Looks great.



04-22-2011, 11:47 AM

#10

mike430sport

Senior Member
[2000 Mercedes-Benz E-Class](#)



Join Date: Nov 2004
Location: San Jose, CA
Posts: 388
Drives: 2000 E430 Sport



what kind of double din is it



04-22-2011, 12:04 PM

#11

ejsheltra

MBWorld Fanatic!
[Garage is empty, add now](#)



Join Date: May 2008
Location: Pittsburgh,PA,
Cambridge, Ontario, CN
Posts: 1,051
Drives: 2003 S210 3.8L
Brabus wagon

There are only two command covers left in Burlwood in Germany and the US for this type of retrofit. The cover has gone obsolete and stock is running out. This is a quote and look up from our sponsor Mymercedesparts.com, in Atlanta, when I did a search one month ago. The harness can be ordered from the same place or from Steve at BenzNL. There are still a good number of reinforcing brackets available.



05-01-2011, 06:21 PM

#12

thecoopdogNewbie
[Garage is empty, add now](#)Join Date: Nov 2004
Posts: 9
Drives: 1997 mercedes E320,
W210 Body**Double Din Conversion E320 W210**

Sorry for the delayed response. I purchased the antenna adapter and wiring harness from Crutchfield. (However, I didn't really need to use the wiring harness since my radio/head unit came with the Euro harness. It was plug and play.) Yes, I did the wiring myself. The most difficult part was wiring the backup camera. I had to tap into my rear backup light wire. I also tapped into my rear lamp wire which is the same as tapping into the headlight wire in order to have the radio dim when I turn on my headlights at night. I took a chance and purchased the radio (7" DVD Navigation Radio) direct from China from chinavasion.com. I bought their Gladiator unit and it is virtually a perfect fit. It works great and the sound is very good. I am quite happy with it. (cost under \$300) Check out the site and you decide. I used ABS plastic to hide a 1/8" gap between the radio and the double din opening at the top and bottom. I bought the abs plastic from parts-express.com. As I said in my original post, check with parts.com for the double din burlwood bezel and cage/bracket. Better price and faster service than Netherlands guy.



05-01-2011, 06:29 PM

#13

thecoopdogNewbie
[Garage is empty, add now](#)Join Date: Nov 2004
Posts: 9
Drives: 1997 mercedes E320,
W210 Body

Oh, I forgot to respond to roach_juts question re: by passing the amp. My car is a 97 E320 that came with the factory radio unit. The amp was built into the radio. No external amp unless you have the Bose system. If so, I believe there are post that guide you through how to do the wiring.



05-01-2011, 07:17 PM

#14

thecoopdog

Newbie

[Garage is empty, add now](#)

Join Date: Nov 2004

Posts: 9

Drives: 1997 mercedes E320,
W210 Body

A few more things that might be helpful to those of you doing the conversion, the wiring harness I purchased is the same one used for a VW. If you purchase it from Crutchfield, as I did, it will come with instructions. Just enter you vehicle make and model and search the Crutchfield site for radio wiring harness. One of the modifications you may need to make is to cut the body of your factory radio harness in half (separate the A and B connectors) in order to get the ISO harness (adaptor harness) to plug into the factory harness. Don't be alarmed, I did it and it was big deal. Just wanted you to know. Crutchfield explains this in their instructions. If the aftermarket radio you install requires you to tap into your car's speed sensor wire, I read somewhere that the 97 e320 has a speed sensor wire built into the factory wiring harness (I believe it is connector A, pin 1). This is what causes your radio to increase or decrease the volume automatically when you drive fast or slow to compensate for road noise. (My old Becker unit did this, which was actually an interesting feature.) Anyway, look at your factory harness and you will be able to identify the A and B connectors and the pin numbers for each wire. Lastly, the backup wire (hot or +) for my car is the gray with yellow strip wire and the rear lamp wire (hot or +) is the gray with black strip wire. Have someone put the car in reverse while pressing the brake pedal while you test for the backup hot wire using a 12 volt tester if necessary. Turn on your headlights and test for the rear lamp hot wire if necessary . I hope this all makes sense. It really is not as complicated as I am making it sound. Just trying to be helpful as so many others were for me.



05-02-2011, 12:11 AM

#15

michakaveli

MBWorld Fanatic!

[Garage is empty, add now](#)

Join Date: Oct 2002

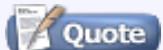
Location: Columbia, SC

Posts: 1,560

Drives: E300



Nice job!!



08-03-2011, 12:13 PM

#16

[jcasino](#)

Newbie
[Garage is empty, add now](#)

Join Date: Aug 2011
Posts: 2
Drives: 2000 E320 4MATIC Wagon



E Class Double Din Conversion

When you replace the original dash panel and replace it with the double din panel, where does the climate control unit go?



08-03-2011, 02:16 PM

#17

[desired_speeds](#)

Super Member
[Garage is empty, add now](#)



Join Date: Dec 2008
Location: Bay Area, CA
Posts: 980
Drives: 02 E55 & 04 E55



Quote:

Originally Posted by [jcasino](#)
When you replace the original dash panel and replace it with the double din panel, where does the climate control unit go?

its still above the radio. You just lose the little storage box under the single din radio.

W210: Resonator delete/x-pipe - AMS headers - EC tune
W211: Stock w/ cooling mods



08-03-2011, 04:03 PM

#18

[iam_second](#)

Junior Member
[Garage is empty, add now](#)

Join Date: Jul 2011
Posts: 41
Drives: 98 e320



looks great man, goodjob



04-19-2012, 03:35 AM

#19

Volchock777

Newbie
[Garage is empty, add now](#)



Join Date: Feb 2012
Location: San Fransisco, CA
Posts: 5
Drives: Mercedes W124 E320



I just got the same exact monitor player, its a chinese player that doesnt have a brand at all, how do you like it so far, does it play DVDs at all?



04-20-2012, 07:40 PM

#20

tbone006

Member
[1997 Mercedes-Benz E-Class](#)

[My Garage](#)



Join Date: Jan 2011
Location: Seattle WA
Posts: 97
Drives: E320



WELL DONE !!! Super sano instal brother .. i likey!
There was another guy on Benzworld.com that did it himself but put his controls on the bottom and "made" a entire console face piece and wrapped all wood pieces in Carbon Wrap .. looked pretty sick with unit up high and controls down beow.

GREAT WORK & THANKS for sharing, as the guys at local car stereo shop didnt even wanna TRY and do this for me when i bought new head unit.

~t-bone~
808 Howli-boi

1997 MB E320 20" rims/projector light/yellow fogs
1984 GMC CC Dually "Big Kahuna"
1976 Chevy Monte Carlo / Completely Stock
1966 Chevy Impala 2 Door / Completely Stock
2001 SUZ GSXR750 "baby Blu" Customized



Today, 07:07 PM

#21

E320

Senior Member
[Garage is empty, add now](#)

Join Date: Jul 2002
Posts: 338



I'm selling my burlwood double din bezel for \$150 shipped. It has 3 buttons (rear headrest, hazard, door lock). I will take pictures for those who are interested.



Today, 07:07 PM

MBWorld

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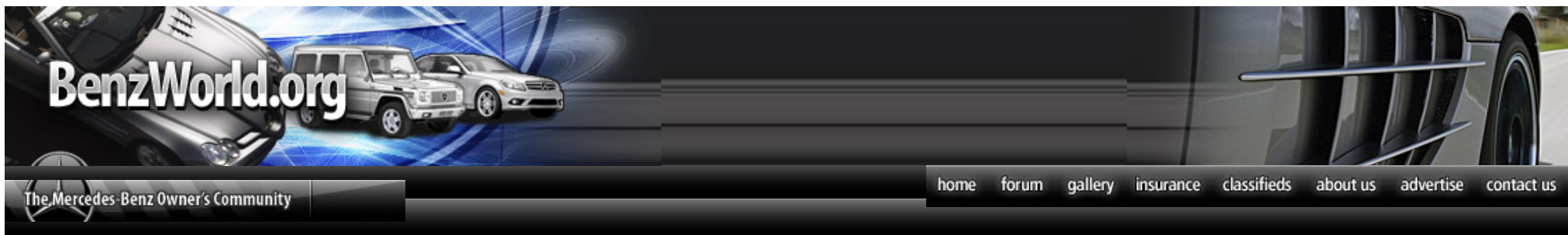













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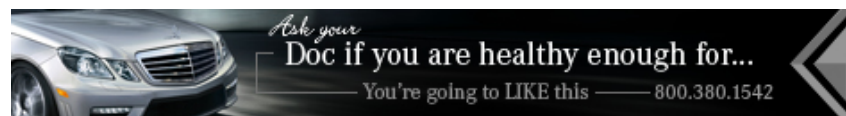


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 **my double din nav set up 97 E**

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 10-27-2010, 04:30 PM		#1 (permalink)
<p>gene.spaziani BenzWorld Junior Member</p> <p> Date registered: Sep 2010 Posts: 8</p> <p>OFFLINE</p>		<p>Tweet my double din nav set up 97 E</p> <hr/> <p>Login Facebook</p> <p>Sorry dont know how to individually post pics came out sweet tho!</p> <p align="right">QUOTE</p>

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 10-27-2010, 05:30 PM		#2 (permalink)
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Date registered: May 2006
 Vehicle: 2001 E320 - Brilliant Silver/Ash: 93,000+
 Location: West Virginia
 Posts: 15,011



OFFLINE

Quote:

Originally Posted by **gene.spaziani**
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Sorry dont know how to individually post pics came out sweet tho!

Gene,

When you open the screen to post scroll down to the bottom and you will see manage attachments. Then just scroll to the place you have the pics stored and upload them. Not the post quick but use the go advanced.

Ich liebe meinen Mercedes!

Last edited by Musikmann; 10-27-2010 at 05:33 PM.

QUOTE

10-27-2010, 05:49 PM

[#3 \(permalink\)](#)

Bodya

BenzWorld Member



Date registered: Oct 2008
 Vehicle: Mercedes Benz 1996 e320 w210
 Location: Canada AB
 Posts: 132

OFFLINE

yea! re-upload cuz we cant see?! really interested how it turned out..



LOve W210!

QUOTE

10-27-2010, 05:58 PM

[#4 \(permalink\)](#)

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[TexFinn](#)
BenzWorld Extremist
★

Date registered: Jun 2009
Vehicle: 2001 BMW 330i,
2003 Chevy Silverado, 2005
MB C230, 2008 MB C350
Sport
Location: DFW
Posts: 851

OFFLINE

Quote:

Originally Posted by **Bodya** ★
yea! re-upload cuz we cant see?!

Yup. 🙄 No Facebook account here. 😊

QUOTE

10-27-2010, 06:12 PM

#5 ([permalink](#))

[gene.spaziani](#)
BenzWorld Junior Member

Date registered: Sep 2010
Posts: 8

OFFLINE

Ok let me see ...

QUOTE

10-27-2010, 06:37 PM

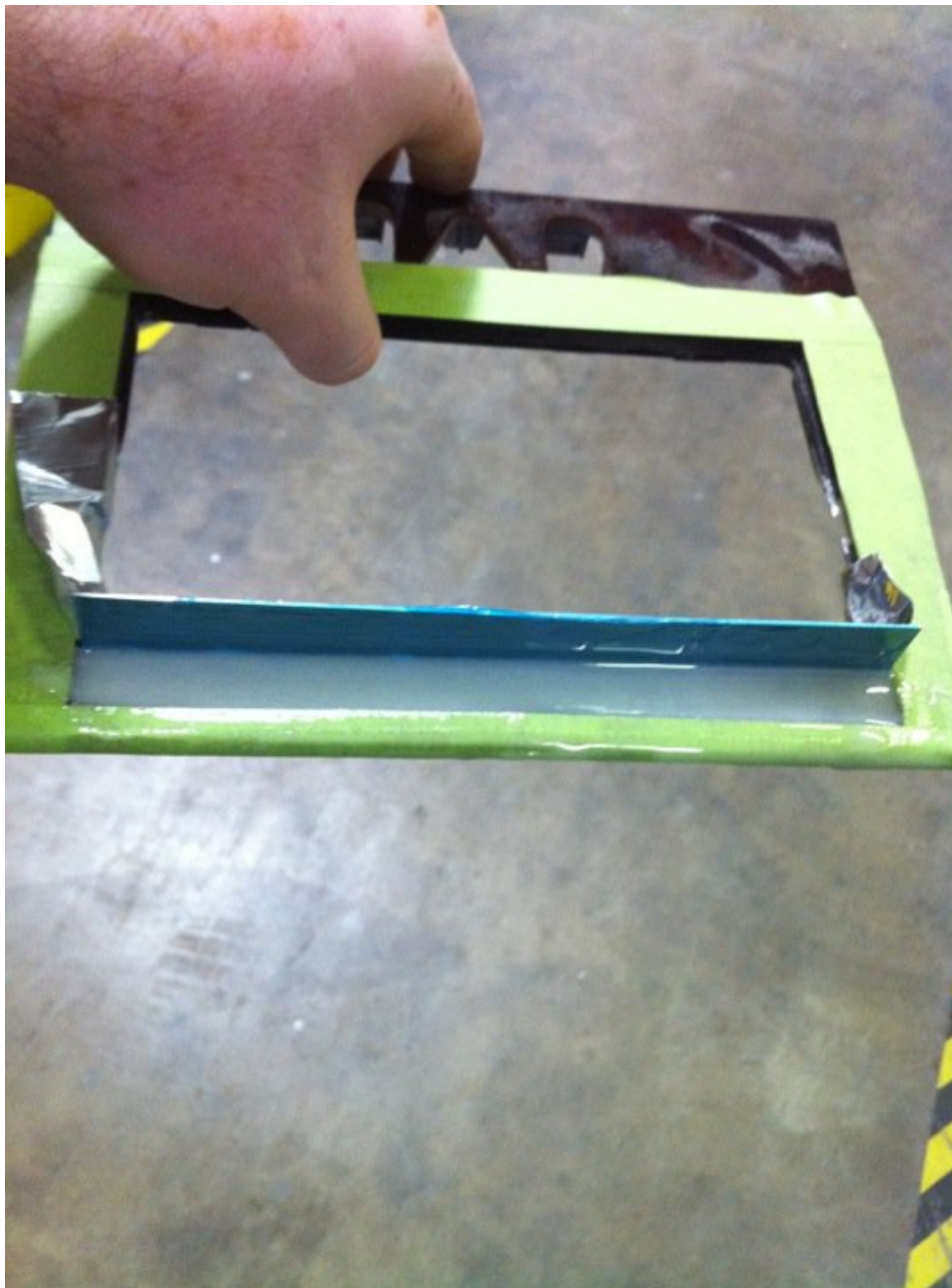
#6 ([permalink](#))

[gene.spaziani](#)
BenzWorld Junior Member

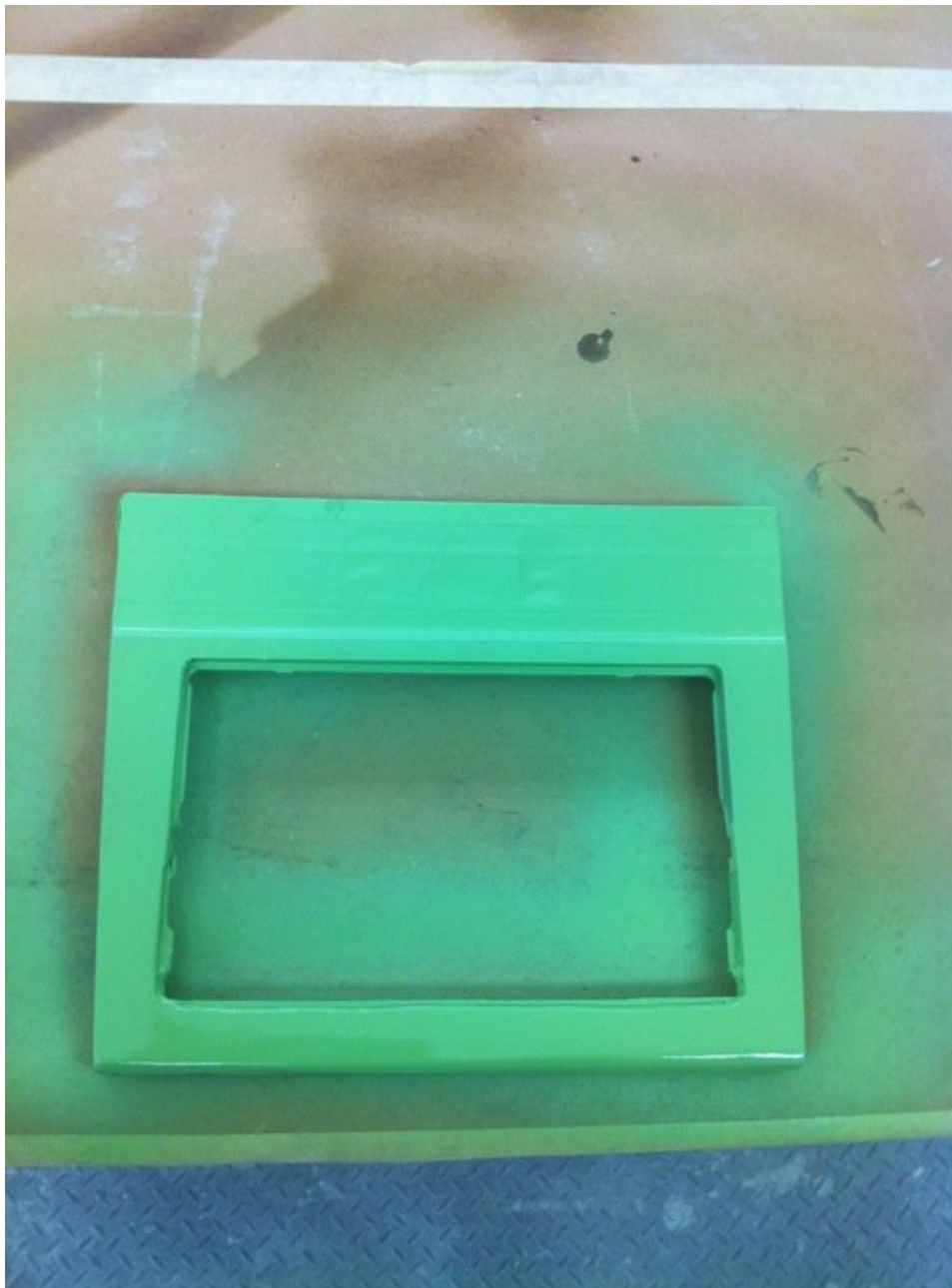
Date registered: Sep 2010
Posts: 8





















OFFLINE

QUOTE

10-27-2010, 06:46 PM

[#7 \(permalink\)](#)

[TexFinn](#)

BenzWorld Extremist



Date registered: Jun 2009
Vehicle: 2001 BMW 330i,
2003 Chevy Silverado, 2005
MB C230, 2008 MB C350
Sport
Location: DFW
Posts: 851



OFFLINE

Looks good.

Not that it would be something I'd do to my car as I like the single DIN, it but sure looks like pretty easy DIY.

BTW, that upper part of the console looks really bare when it only has those three switches. 🙄 I guess I'm more used to it being full of them as mine has double the amount. 🍋

QUOTE

#8 (permalink)	
<p>02-21-2011, 02:37 PM</p> <p>thecoopdog BenzWorld Junior Member</p> <p>Date registered: Sep 2009 Posts: 6</p> <p>OFFLINE</p>	<p>I know that a picture says a thousand words, but you be willing to explain exactly what you did here. I would love to do the same to my '97 e320. Thanks.</p>
#9 (permalink)	
<p>03-26-2011, 08:14 AM</p> <p>surem03 BenzWorld Member ★</p>  <p>Date registered: Dec 2008 Vehicle: 1998 E320 Location: Chicago Posts: 63</p> <p>OFFLINE</p>	<p>I agree I will love a write up for this!!!!!!!!!!!!!!</p>
#10 (permalink)	
<p>03-26-2011, 08:44 AM</p> <p>mbvis BenzWorld Elite ★</p>  <p>Date registered: Jan 2010 Vehicle: 99 E430, 01 E430 Sport, 00 SL500 Location: LA, CA Posts: 2,467</p> <p>ONLINE</p>	<p>I want to do it on my car, too, but I got a question. According to the 3rd picture (from the bottom up), do I need to turn on the AC when doing the work? Or only turn on the AC in summer time?</p>

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 **Double Din Conversion for 1997 E320 W210 Body**

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03-28-2011, 02:22 PM

#1 ([permalink](#))

[thecoopdog](#)

BenzWorld Junior Member

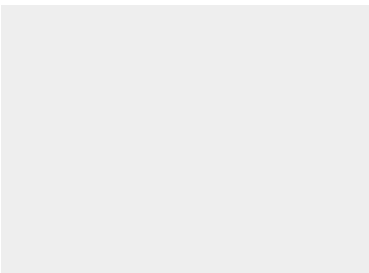
 Date Registered: Sep 2009
 Posts: 6

[Tweet](#) **Double Din Conversion for 1997 E320 W210 Body**

I realize there are numerous threads on w210 double din conversions, but I thought I would share this one with you that I completed last week on my 1997 E320. I purchased the new double din bracket or cage (Part number 2106890916 - Reinforcement for 2000 - 2003 E320 - \$30 plus shipping) and new burl wood double din bezel or console (Part number 21068023367400 - COVERING - \$243.80 plus shipping) from Parts.com. The new bezel or console had to be ordered from MB Germany, and it comes with seven (7) button holes across the top. Since my old burl wood console only had three buttons across the top (including the emergency flasher button), I had to order four hole fillers or covers for the four extra holes in the new burl wood console (Part number 2026831310 - BLIND COVER - \$5.29 each), also from Parts.com - Joe was quite helpful with researching and handling the order, and it took a week or less to get all the parts. (See photo with blank buttons.) The most difficult part of the conversion was removing the old cage or single din reinforcement bracket. I simply read the threads on how to do the



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conversion and followed the step by step directions of those who came before me. I owe all of them a big thank you for the great information and directions. With that said, once you get to the actual single din bracket, be patient and persistent, it will come out. If I had it to do over again, I would probably remove my glove box, as suggested in some of the threads. This might make it somewhat easier to remove the single din cage and install the new double din one. My new double din radio almost fit perfectly. I bought a sheet of abs plastic from Part-express.com (Part number 265-948 - ABS Textured Plastic Sheet 1/8" Thick x 12" x 24" \$7.25 plus shipping) and cut it to fill in about a 1/8" gap - mostly at top and bottom of radio - between the radio and wood opening for a real custom look. It took me two shots at getting the right cuts, so the extra plastic came in handy. I simply used a utility knife to score and cut the plastic into a picture frame. Once the plastic was scored, it snapped right off. (I tried a jig saw the first time, but the results were not very good.) Good luck if you are doing a similar conversion, and I hope this is helpful.

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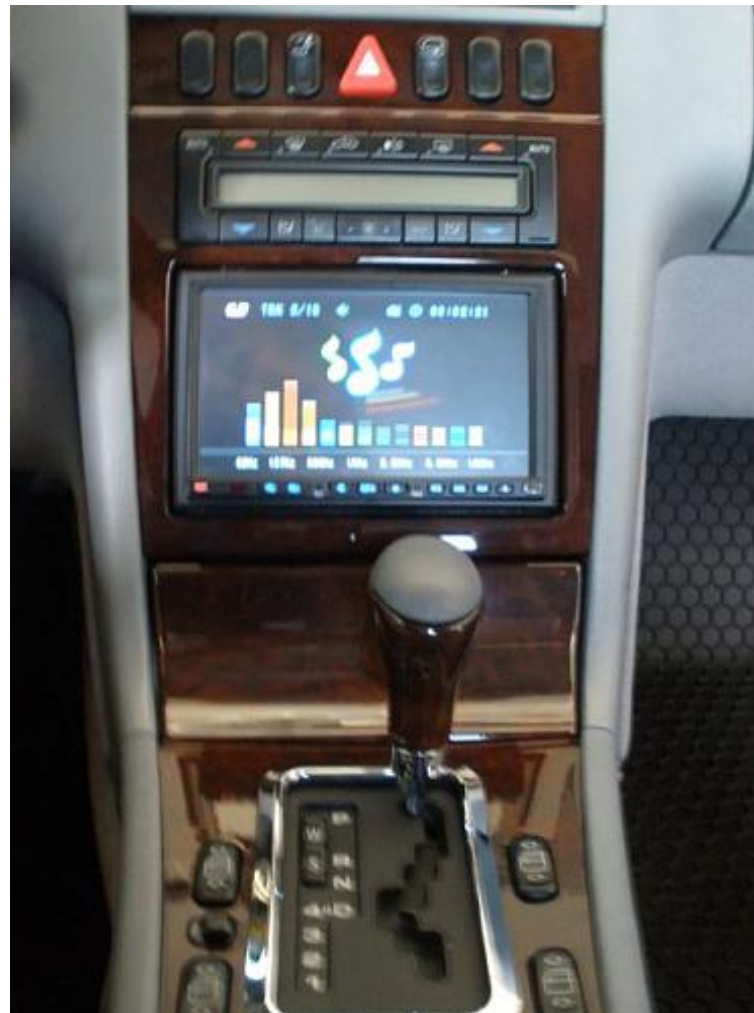


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OFFLINE

QUOTE

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 03-30-2011, 12:59 PM

[#2 \(permalink\)](#)

[august125](#)

BenzWorld Junior Member




Date registered: Mar 2010
Vehicle: 1998 Mercedes-Benz E320
Location: Monmouth County, NJ
Posts: 31

OFFLINE

I'm planning on doing a COMAND retrofit in my car. It's good to know that Parts.com carries these parts as I wasn't able to get in contact with Steve at MBenzNL. The prices are lower then the ones I'd been hearing. Nice job on the blank buttons, too. My car has the same button configuration. I wasn't able to find part numbers for or even pictures of the blanks. I'm happy to know they look just like the real buttons and aren't cheap snap in covers.

QUOTE

 03-30-2011, 02:06 PM

[#3 \(permalink\)](#)

[thecoopdog](#)

BenzWorld Junior Member

Date registered: Sep 2009
Posts: 6

OFFLINE

Thanks august125, in case you decide to install an aftermarket radio (as I did) instead of a COMMAND unit, you may also need an ISO wiring harness and an antenna adaptor. I purchased my ISO harness and adaptor from Crutchfield. However, my radio came with a Euro wiring harness, so I did not need to use the Crutchfield harness. (I will just keep it for some possible future installation.) Here are the part numbers and prices for these items - Item No. 120701784 - Volkswagen Wire Harness receiver, 1987-up, \$12.99 and Item No. 12040VW12 - Motorola/Male to Volk/Female Antenna Adapter - \$4.99. That's right, the ISO wiring harness and antenna adaptor is also for a VW. Hope this helps. Oh, for all you 1997 E320 (non-Bose radio) owners, your factory radio system does NOT have an external amp mounted in the trunk. I spent considerable time looking for an amp so that I could make sure I got power to it, only to find that my Becker radio had the amp built into it.

QUOTE

 03-30-2011, 02:40 PM

[#4 \(permalink\)](#)

[august125](#)

BenzWorld Junior Member



Date registered: Mar 2010
 Vehicle: 1998 Mercedes-Benz
 E320
 Location: Monmouth County,
 NJ
 Posts: 31

OFFLINE

I've already got the COMAND sitting on my shelf waiting to be installed. I considered aftermarket units but ultimately decided I wanted the fit and finish of the OEM as well as the ability to interface with a facelift steering wheel and instrument cluster should I decide to install them in the future.

QUOTE

07-22-2011, 10:14 AM

#5 ([permalink](#))[thecoopdog](#)

BenzWorld Junior Member

Date registered: Sep 2009
 Posts: 6

I purchased the new double din bracket or cage (Part number 2106890916 - Reinforcement for 2000 - 2003 E320 - \$30 plus shipping) and new burl wood double din bezel or console (Part number 21068023367400 - COVERING - \$243.80 plus shipping) from Parts.com. The new bezel or console had to be ordered from MB Germany, and it comes with seven (7) button holes across the top. Since my old burl wood console only had three buttons across the top (including the emergency flasher button), I had to order four hole fillers or covers for the four extra holes in the new burl wood console (Part number 2026831310 - BLIND COVER - \$5.29 each), also from Parts.com - Joe was quite helpful with researching and handling the order. (See photo with blank buttons.) The most difficult part of the conversion was removing the old cage or single din reinforcement bracket. I simply read the threads on how to do the conversion and followed the step by step directions of those who came before me. I owe all of them a big thank you for the great information and directions. With that said, once you get to the actual single din bracket, be patient and persistent, it will come out. If I had it to do over again, I would probably remove my glove box, as suggested in some of the threads. This might make it somewhat easier to remove the single din cage and install the new double din one.

I purchased the antenna adapter and wiring harness from Crutchfield. (However, I didn't really need to use the wiring harness since my radio/head unit came with the Euro harness. It was plug and play.) Yes, I did the wiring myself. The most difficult part was wiring the backup camera. I had to tap into my rear backup light wire. I also tapped into my rear lamp wire which is the same as tapping into the headlight wire in order to have the radio dim when I turn on my headlights at night. I took a chance and purchased the radio (7" DVD Navigation Radio) direct from China from chinavasion.com. I bought their Gladiator unit and it is virtually a perfect fit. It works great and the sound is very good. I am quite happy with it. (cost under \$300) Check out the site and you decide. I used ABS plastic to hide a 1/8" gap between the radio and the double din opening at the top and bottom. I bought the abs plastic from parts-express.com. As I said in my original post, check with parts.com for the double din burlwood bezel and cage/bracket. Better price and faster service than Netherlands guy.

My car is a 97 E320 that came with the factory radio unit. The amp was built into the radio. No external amp unless you have the Bose system. If so, I believe there are post that guide you through how to do the wiring.

A few more things that might be helpful to those of you doing the conversion, the wiring harness I purchased is the same one used for a VW. If you purchase it from Crutchfield, as I did, it will come with instructions. Just enter you vehicle make and model and search the Crutchfield site for radio wiring harness. One of the modifications you may need to make is to cut the body of your factory radio harness in half (separate the A and B connectors) in order to get the ISO harness (adaptor harness) to plug into the factory harness. Don't be alarmed, I did it and it was big deal. Just wanted you to know. Crutchfield explains this in their instructions. If the aftermarket radio you install requires you to tap into your car's speed sensor wire, I read somewhere that the 97 e320 has a speed sensor wire built into the factory wiring harness (I believe it is connector A, pin 1). This is what causes your radio to increase or decrease the volume automatically when you drive fast or slow to compensate for road noise. (My old Becker unit did this, which was actually an interesting feature.) Anyway, look at your factory harness and you will be able to identify the A and B connectors and the pin numbers for each wire. Lastly, the backup wire (hot or +) for my car is the gray with yellow strip wire and the rear lamp wire (hot or +) is the gray with black strip wire. Have someone put the car in reverse while pressing the brake pedal while you test for the backup hot wire using a 12 volt tester if necessary. Turn on your headlights and test for the rear lamp hot wire if necessary . I hope this all makes sense. It really is not as complicated as I am making it sound. Just trying to be helpful as so many others were for me.

OFFLINE

QUOTE

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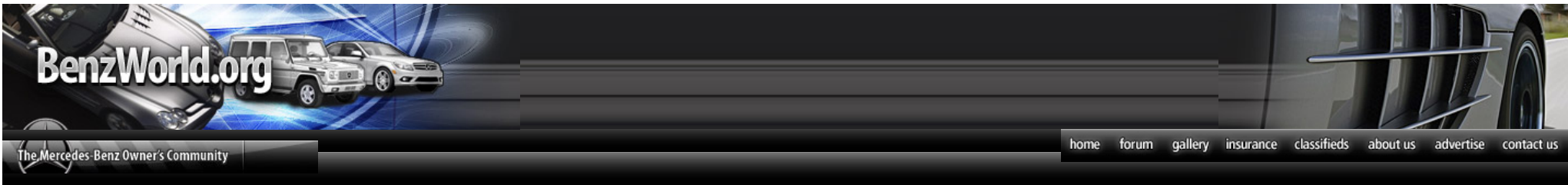
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[Extra button on double dinn wood trim...Few questions.](#)

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01-31-2011, 09:49 PM

#1 ([permalink](#))

[snakewilliams](#)

BenzWorld Junior Member

Date registered: Jan 2011
 Vehicle: 1998 E320 Sedan
 Location: San Diego, CA
 Posts: 10



OFFLINE

[Tweet](#) [Extra button on double dinn wood trim...Few questions.](#)

Hello, I'm trying to upgrade my 98 E320 with a navigation unit. I was able to find a double dinn wood trim piece from a 2000 E320 that matched my trim but it has one extra button slot above the command controls. Few questions:

Can I get a blank / place holder button for this extra spot? Mercedes of San Diego parts guy said no.

If I can't get a blank button can I add some sort of option to fill up this spot? If so, what would be the cheapest? I currently have door lock, hazard, and head rest buttons above the command.

I believe I also need some sort of chassis to hold a double dinn unit, does anyone know what this part # is and / or how much is costs?

Can I keep my stock bose amp and speakers when upgrading to a double dinn unit?

Last question, is there anything else I need or anything I should look out for when doing the upgrade?

Thanks in advance for any help or suggestions...

QUOTE

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02-07-2011, 01:41 PM

#2 ([permalink](#))



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[drtydg187](#)

BenzWorld Junior Member



Date registered: Aug 2007
Vehicle: 2006 CLS500
Location: Killingly, Connecticut, USA
Posts: 45

Are you going with a factory nav? I did the same thing to my 2000 E320 with a Pioneer Avic D3. The first thing I had to do was replace the plastic bracket that holds the radio in the dash. I ordered it from the dealer and was pretty cheap (less than \$40) P/N A210 689 09 16 is what I used.



When I replaced the wood I ordered it from a guy in Germany and it was custom made to my switch configuration. That part was NOT cheap (around \$400)



The wiring was a whole other issue and I will give you some links to help you out if needed. Anyways this is what it ended up looking like.



and Finished!!



Have a nice day!! 😊

OFFLINE

QUOTE

02-07-2011, 02:12 PM

#3 (permalink)

[snakewilliams](#)

BenzWorld Junior Member

Date registered: Jan 2011
Vehicle: 1998 E320 Sedan
Location: San Diego, CA
Posts: 10

OFFLINE

Nice... Looks really good man. I'm going with a aftermarket nav, been looking at Pioneer and Jensen. That is the exact same wood trim piece I have, although I got it at junk yard for quite a bit cheaper. I just have one less button in my car so I'm either going to try and find a blank button or just a get a random window button or something to fill up the spot.

I also noticed that the cut out for the factory nav is quite a bit larger than a standard double din unit. So I'm going to have to get some sort of custom trim plate for that like you have.

I came across a photo of a double din in a w210 that had extra wood trim that fit a standard double din. Like where you have the black trim around the actual unit, it was wood, but you could tell it was a separate piece. I'm not sure if that was custom made or what, I can't seem to find the photo now.

If you could help me with some links on the wiring that would be much appreciated. I'm replacing the amp also, with a after market one, because my Bose amp is dying. Not sure if that is going to make it easier or harder for me? I also saw boxes on ebay to override the parking brake video stuff, curious if you have your set up that way?

Last edited by snakewilliams; 02-07-2011 at 02:16 PM.

QUOTE

02-07-2011, 02:38 PM

[#4 \(permalink\)](#)

[drtydg187](#)

BenzWorld Junior Member

★



Date registered: Aug 2007
Vehicle: 2006 CLS500
Location: Killingly, Connecticut, USA
Posts: 45

OFFLINE

I left the Stock amp in place for my speakers. I had to install a line converter to drop the signal from the speaker output of the radio to the amp. I ran a seperate amp from the RCAs off the deck for the subs. I skipped hooking the Parking Brake wire up and I think I had to ground it. Its different for different decks. Here are some links for wiring. It took me a little while to get it figured out for my model but it was well worth it. Good Luck. Oh yeah. I used a VW radio wire kit from Crutchfield to plug into the factory harness. The wires are different though.

<http://www.benzworld.org/forums/audi...g-harness.html>

<http://www.benzworld.org/forums/w210...onversion.html>

[Receiver Wire Harness For select 1995-up Audi, Chrysler, Ford, Porsche, Saab, and Volkswagen models at Crutchfield.com](#)

That should get you started.

QUOTE

02-07-2011, 04:13 PM

[#5 \(permalink\)](#)

[mike430sport](#)

BenzWorld Member

★



Date registered: Apr 2004
Vehicle: 2000 E430 Sport
Location: San Jose, CA
Posts: 313

OFFLINE

Answer to the switch

you can buy any switch and paint it black. Look what suicidal4life did

[Newest mod...Teaser pics - MBWorld.org Forums](#)

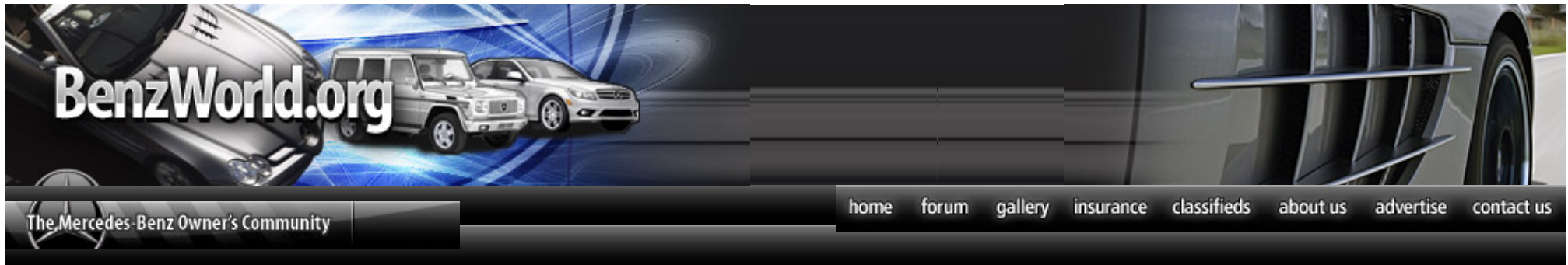
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  **Confirm 2002 E320 radio wiring harness (cross post with W210)**

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 05-27-2006, 06:07 PM

[#1 \(permalink\)](#)

[FireFox31](#)

BenzWorld Member



Date registered: Sep 2005
Vehicle: Green '02 E320
Wagon

[Tweet](#) **Confirm 2002 E320 radio wiring harness (cross post with W210)**

Hello, can anyone confirm the power/control wires in the 2002 E320 radio wiring harness?

Grey
thick Red with White stripe
thick Brown
Yellow with Black stripe
Blue with White stripe
Is there a way to determine which is which using a volt meter?

What I don't get is, this E320 uses the same headunit as the early 2000's SLK, but the wiring didn't match what I read here - <http://www.slk32.com/pages/radioupgr...ioinstall.html> Maybe the amps are slightly different?



Location: NJ
Posts: 275

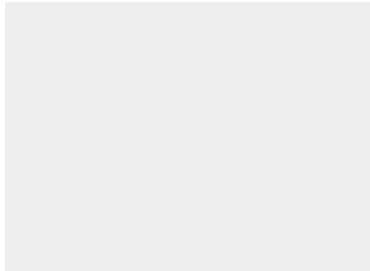
If you can also confirm the 8 audio input wires, that would save me from guessing. Thanks.

OFFLINE

-
FireFox31
50k+ miles of pleasantly tolerating little Benz issues

QUOTE

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06-11-2006, 02:11 PM

[#2 \(permlink\)](#)

[FireFox31](#)

BenzWorld Member
★



Date registered: Sep 2005
Vehicle: Green '02 E320
Wagon
Location: NJ
Posts: 275

Here is how to replace the Becker headunit in a 2002 W210 (and maybe many other models from the similar year), keeping the Bose amp and speakers. Though everyone says Bose is crap, I support the few who blame it on Becker. Comparing the same CD through the Becker and my headunit, the aftermarket unit had better bass and MUCH better treble. "No highs, no lows, must be Bose" is untrue. It's well worth this very easy upgrade.

Get the radio removal tools to pull out your Becker deck. Part # W 000 589 88 63 00 ?

Get a Metra #70-1784 "Volkswagon" harness from Crutchfield. This attaches to the A (power/control) and B (amp audio input) connectors on the wiring harness. The wiring harness C connector (teleaid?/ CANBUS?) and fiber optic (CD changer) are not needed.

You may need an antenna adapter if you're connecting radio, but I'm not at that step yet.

If your headunit has RCA female jacks for preamp line-out, get four high-quality RCA male plugs to solder onto the Metra harness. Get high quality solder with high silver content and heat shrink tubing to seal all solder joints.

The definitive power/control list for 2000-2002 W210 E320, by mbworld's famed "Steve":
<http://forums.mbworld.org/forums/showthread.php?p=111111>

- 1 (was green/black VSS speed sense wire before 2000, now tucked under passenger door sill "cable gutter" after 2000 update. VSS now over CANBUS.)
- 2 gray wire--diagnostic connector pin 33
- 3 black/yellow wire--mute the radio as soon as you connect it to ground (telephone mute)
- 4 red/white--constant 12V just like your diagram
- 5 blue/white--remote turn on lead just like your diagram
- 6 empty

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7 empty
8 brown--ground wire just like your diagram
CANBUS (brown and brown/red wire in C connector)

You'll notice there's no switched 12V, illumination, or dimmer sense wires. These may be controlled over CANBUS, but I don't know. You can wire the new headunit's switched 12V to its constant 12V, and wire those two to the Benz constant 12V. This leaves the headunit on ALWAYS, even when the key is out, so do this only during testing. I wonder if that leaves the amp on also, via the amp sense line. Run a line off the cigarette lighter positive terminal or something switched to get the true switched signal (which I haven't done, so I can't advise). Illumination and dimmer may be able to run off the headlights somehow, unless they are also on CANBUS.

The speaker wiring matches the Metra harness exactly. Pin numbers can be seen on the connector where the female plugs are. Here it is for reference:

- 1 Right rear + = Purple/Black
- 2 Right rear - = Yellow/Black
- 3 Right front + = Yellow/Black
- 4 Right front - Yellow/Brown
- 5 Left front + = Green
- 6 Left front - = Yellow
- 7 Left rear + = Brown/Red
- 8 Left rear - = Brown

This probably matches the 99 E class and 01 E430 which have similar colors that I saw while researching this. <http://forums.mbworl.org/forums/sho...light=headunit>

The 4 Volt RCA line-level preamp outputs on my headunit fed into the Bose amp with no line-to-speaker-level converters. The Bose amp was slightly quiet, requiring the headunit at half full volume to be heard well while driving. Maybe I can increase the gain on the amp. There was no static (suggesting low input voltages) or overdriving (suggesting high input voltages) like other posts have suggested. One SLK installer said the amp can take speaker level or line level input, but I have not tested that.

This install should only take a few hours (mostly for the soldering) and essentially only costs the new headunit. Don't let any professional installers tell you it's not possible because they didn't do all the research and testing that I did. The Bose amp and speakers really seem to resonate well in the car (open the door and put your ear next to one and it sounds weak), so I suggest not replacing them. Maybe a subwoofer is needed, but I'll worry about that much later. I hope this helps someone.

Last edited by FireFox31; 06-25-2006 at 12:01 PM.

OFFLINE

QUOTE

03-21-2007, 08:41 PM

#3 ([permalink](#))

[FireFox31](#)

BenzWorld Member



Date registered: Sep 2005

Vehicle: Green '02 E320

Wagon

Location: NJ

Posts: 275

OFFLINE

Not sure why I never posted my final findings (may be elsewhere, sorry I spread this out so much), but here are the missing bits:

To use the car's antenna with an aftermarket deck, you need:
Metra Antennaworks antenna adapter #40-VW12 for VW/Audi

True switched 12V and headlight/dimmer sense are available; the CAN BUS connector can be completely abandon in the dash:

Switched 12V comes from the yellow/black wire on the cigarette lighter. Dimmer sense comes from either of the purple/red wires on the cigarette lighter. The brown on the cigarette light can serve as an extra ground if necessary. Use tap-ins (blue, 16-18 gauge, water resistant) to run a line to the wiring harness.

Removing the cigarette lighter tray to get to that wiring can be found at this Braingears or the mirror:

http://mb.braingears.com/W210/w210/d...nter_step2.htm

[Step 1](#)

You may need to convert your 2 Volt unbalanced line level outputs to 4 Volt balanced signal which the Bose amp supposedly expects. This can supposedly be achieved with:

Peripheral Super VEN 4 - <http://www.cardomain.com/item/PERSVEN4>

I purchased one but have not yet tried it. Without it, my headunits are "too quiet", requiring them to be turned up higher than I'd like in order to get a decent volume. See posts by BenzWorld's DickB for insanely detailed information:

<http://www.benzworld.org/forums/r170...-question.html>

<http://www.benzworld.org/forums/r170...ewb-stock.html>

<http://www.benzworld.org/forums/r170...questions.html>

My final install pics can be seen at this post:


<http://www.benzworld.org/forums/audi...benz-pics.html>

Also, info from another knowledgeable user about the CAN BUS pins at my cross post:

<http://www.benzworld.org/forums/w210...ost-audio.html>

I hope these posts help someone. Seems like they may be.

QUOTE

 04-12-2007, 11:18 AM

[#4 \(permalink\)](#)

[leomd](#)

BenzWorld Member



Date registered: Jan 2007

Vehicle: 2000 E55

Location: Miami, Florida

Posts: 114

OFFLINE

Firfox....I am in the process of installing a Pioneer D3 into my E55 and just completed the wiring harness...I must give you many thanks for this great info as it saved me...especially the cig lighter illumination and switched power lead info - works GREAT - Now that everything is connected properly...I will be working on physically installing the unit into the dash.

thanks again for your really helpful posts!

2000 Silver E55

1970 BMW R75/5

QUOTE

04-13-2007, 03:27 AM

[#5 \(permalink\)](#)

[docfuture](#)

BenzWorld Junior Member



Date registered: Feb 2007


Vehicle: 1998 E430 Sport

Location: Harpers Ferry, WV

Posts: 30



OFFLINE

leomd....Wow, you got the D3???  That thing is gonna be SWEET! PLEASE PLEASE PLEASE post some pics after you get it in the dash! (You're doing the 1DIN to 2DIN conversion correct?) Also, where did you end up purchasing the D3 from and if I may, how much? I'm also in the process of upgrading the MB factory head unit. I'm currently gathering information/taking notes on the installation (many thanks also to FireFox31 for his fantastic write-ups on the subject!).

QUOTE

04-24-2007, 03:15 PM

[#6 \(permalink\)](#)

[leomd](#)

BenzWorld Member



Date registered: Jan 2007

Vehicle: 2000 E55

Location: Miami, Florida

Posts: 114

OFFLINE

crutchfield..for about \$850 - pm me if you have any questions...

Attached Images

[D3.jpg](#) (41.1 KB, 883 views)

QUOTE

04-26-2007, 06:57 PM

[#7 \(permalink\)](#)

[FireFox31](#)

BenzWorld Member



Date registered: Sep 2005

Vehicle: Green '02 E320

Wagon

Location: NJ

Posts: 275

OFFLINE

Awesome install! Glad the info helped. But..... does it sound good at highway speeds? I'm beginning to be disappointed by the weak sound of my install over 40 MPH. I sent line level to the Bose, so maybe (improperly) sending speaker level would sound louder. I'm still hoping that the SVEN-4 will fix everything; I'll test it out someday soon.

QUOTE

04-26-2007, 08:04 PM

[#8 \(permalink\)](#)

[leomd](#)

BenzWorld Member



Date registered: Jan 2007

Vehicle: 2000 E55

Location: Miami, Florida

Posts: 114

OFFLINE

hey firefox - I used the Scosche Oea4 4-Channel Adjustable Factory Amplifier Interface (\$20.00 at buy.com) which in essence reduces gain from the speaker level line outs - you can actually select how much gain reduction you want by adjusting the onboard pots. I chose to go in this direction because I was too lazy to deal with ground loop isolation and I didnt know if the SVEN could boost 2v to 4v preamp outs properly - either way the Scoshe sounds/works very nice and is very loud without distortion. The sound quality now is noticeably better then it was with the stock HU. Finally finished the install yesterday - updated a pic. Thanks again for your wiring tips on the illumination/power leads from the cig lighter - pure genius - saved me some serious rewiring time. Btw-nice Rio install...looks great.

Attached Images

[DSC03297.JPG](#) (203.6 KB, 838 views)

Last edited by leomd; 04-26-2007 at 08:27 PM.

QUOTE

04-27-2007, 03:55 PM

[#9 \(permlink\)](#)

[stephenson](#)

BenzWorld Member



Date registered: Jul 2003

Location: Fairfax Station,
Virginia

Posts: 60

OFFLINE

Great and very useful thread - thanks for sharing your findings!

Am getting ready to replace HU in 2002 E320 4Matic Wagon - has Bose, no nav ...

I am considering a low end Sony HU since they look OK and I don't wanna spend a lot of money on something my wife might not use to full potential. Something like the CDX-GT610U proibly ([Sony CDX-GT610Ui CD receiver with iPod connection and MP3/WMA/AAC playback at Crutchfield.com](#)) - has that cool USB iinput!

Looks like will fit, can go directly to the Bose amp set up with minor mods to connect up HU to inputs ... some discussion about pre-amp outputs not driving the amps sufficiently to have normal range of volume - could you provide a bit more explanation and offer suggestion on how best to set up on my wagon? It does have the FO connection from the CD changer (not installed) to the HU ...

Anyone have full schematic for chassis radio/CD wiring?

Thanks.

George Stephenson

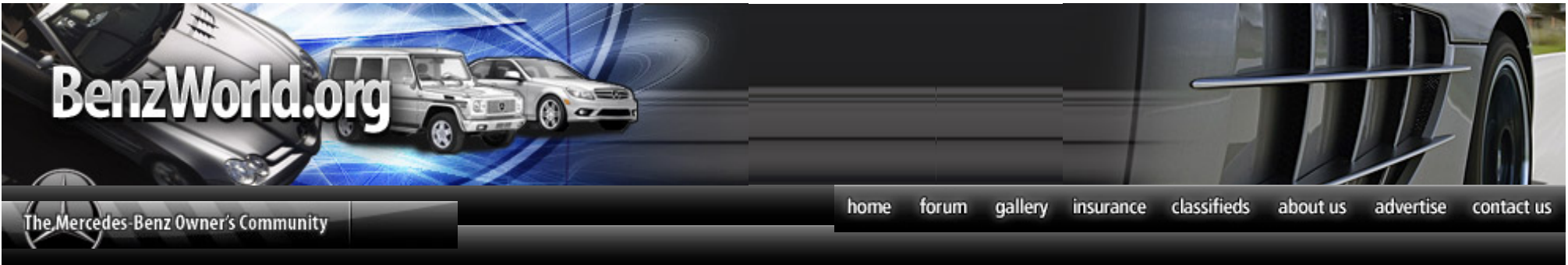
2002 E320 4Matic Wagon (74K)

1991 350 SDL (194K) - "she ain't blown, yet"

QUOTE



05-01-2007, 06:05 PM

[#10 \(permlink\)](#)



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11-29-2006, 12:08 AM

#1 ([permalink](#))

[Babushka](#)

BenzWorld Member



Date registered: Oct 2004
 Vehicle: 2012 ML350, 2005
 AMG E55, 1998 E320, 1993
 300CE CV Wide Body Twin

[Tweet](#) **Center Console Conversion**

It's been a while, hope all is well.

Wanted to share the latest mod just completed. I'll let the picture tell a 1000 words.

Must only add my opinion, Pioneer AVIC Z1 is absolutely great, love it.

Major THANKS to the guys at Olympic Autosound in North Hollywood.

Attached Thumbnails



Turbo
Location: LA
Posts: 331

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QUOTE

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11-29-2006, 07:21 AM

#2 ([permalink](#))

[illegit](#)

BenzWorld Member



Date registered: Sep 2006
Vehicle: 98 320

very nice

www.razoredgestudios.com

Location: dc area
Posts: 235



I'm gonna drive this E til I run out of class.

OFFLINE

QUOTE

11-29-2006, 07:22 AM

#3 ([permalink](#))

[ProV1x](#)

BenzWorld Extremist



Date registered: Jul 2006
Vehicle: E55 ///AMG
Location: Ann Arbor, MI
Posts: 1,017

OFFLINE

wow those blue neon lights!!

Gone but not forgotten:
2003 Honda S2000
1999 BMW 540i sport
1995 BMW M3

QUOTE

11-29-2006, 09:09 AM

#4 ([permalink](#))

[Babushka](#)

BenzWorld Member



Date registered: Oct 2004
Vehicle: 2012 ML350, 2005
AMG E55, 1998 E320, 1993
300CE CV Wide Body Twin
Turbo
Location: LA
Posts: 331

OFFLINE

Thanks.

The under dash/rear seat lights are actually florescent tubes. They are on the seperate switch and are hookedup to the open/close door switch. It matches the new florescent type illuminated door sills i changed. I removed the LED type sills that spelled "Mercedes Benz", and replaced with those.

Attached Thumbnails



QUOTE

 11-29-2006, 09:24 AM

#5 ([permalink](#))

[ProV1x](#)

BenzWorld Extremist



Date registered: Jul 2006
Vehicle: E55 ///AMG
Location: Ann Arbor, MI

cool - i'm sure those LA gold diggin women will love your car!! keep it up

Posts: 1,017

OFFLINE

QUOTE

11-29-2006, 09:48 AM

#6 ([permalink](#))

[Babushka](#)

BenzWorld Member



Date registered: Oct 2004
Vehicle: 2012 ML350, 2005
AMG E55, 1998 E320, 1993
300CE CV Wide Body Twin
Turbo
Location: LA
Posts: 331

OFFLINE

Quote:

Originally Posted by **ProV1x**

cool - i'm sure those LA gold diggin women will love your car!! keep it up

Thank you for your honest opinion.

You know, not all the women in LA are "gold digin", so please leave the things you don't know about out of this.

QUOTE

11-30-2006, 08:12 AM

#7 ([permalink](#))

[one.bofh](#)

BenzWorld Veteran



Date registered: Jul 2006
Vehicle: 2008 C230 4MATIC
White Ext; Black Int; Sport
Pkg; Premium Pkg
Location: Toronto, Canada
Posts: 639

OFFLINE

Hey Babushka, do you mind sharing any details on the carbon trim? I think it is gorgeous, and I was looking to get something similar in my ride... I would really like to know who is the manufacturer of the trim you got, and how much did it cost you to get it installed?

TIA...

92% of all people suck at math. I am a part of the 9% who don't.

QUOTE

11-30-2006, 09:55 AM

[#8 \(permalink\)](#)

[Bansai](#)

BenzWorld Member



Date registered: Aug 2002

Vehicle: Mercedes W210

E320 wagon

Location: VA

Posts: 378



OFFLINE

Privet, Babushka!

Great job! Do you have any pictures or description how you install it?

QUOTE

11-30-2006, 11:06 AM

[#9 \(permalink\)](#)

[Babushka](#)

BenzWorld Member



Date registered: Oct 2004

Vehicle: 2012 ML350, 2005

AMG E55, 1998 E320, 1993

300CE CV Wide Body Twin

Turbo

Location: LA

Posts: 331

OFFLINE

Quote:

Originally Posted by **one.bofh**

Hey Babushka, do you mind sharing any details on the carbon trim? I think it is gorgeous, and I was looking to get something similar in my ride... I would really like to know who is the manufacturer of the trim you got, and how much did it cost you to get it installed?

TIA...

Thank you for the compliment. I have posted more pics before about the trim. My friend Mike does this. He does other designs as well.

To be honest, the details are his trade secret. But what I can tel you is this, he takes your original trim pieces, sands it down, then lays the design and color, then clear cotes it on top, and of course polish. The result: brand new looking, custom design, original trim so it fits back like a glove. I was very happy with this mod. We did all wood trim and some other pieces for well under \$1K. I think there is more pics in my gallery. PM me if you are interested.

QUOTE

11-30-2006, 12:16 PM

[#10 \(permalink\)](#)

[Babushka](#)

BenzWorld Member



Date registered: Oct 2004
Vehicle: 2012 ML350, 2005
AMG E55, 1998 E320, 1993
300CE CV Wide Body Twin
Turbo
Location: LA
Posts: 331

Quote:

Originally Posted by **Bansai**

Privet, Babushka!

Great job! Do you have any pictures or description how you install it?

Zdarovo Brat!

No, no pictures, but I can briefly describe the whole thing.

Waiting for parts was the hardest part of this mod. For the longest time I wanted to do this but didn't think it was as easy (assuming you have taken your console apart before at least once).

1. Parts.

a. I found the cage on ebay for \$50 +(\$50 shipping). "Be-styled" is the seller, i think the is the website "be-styled.com". So he claims it's a new original MB part. I was happy with the part, but was unhappy when I found out that could've bought it at the dealer for about \$27. (If you find the right part #, 1st check with the dealer).

b. The trim was a bit expensive and hard to find the right part number. I got mine for about \$400 at the dealer. My part number was 210-680-2336. PLEASE be aware last 4 digits are different for different button combos. Mine you can see on the pic, it's [button][empty][button]/_[button][empty][button].

That's about it for parts.

2. Install

So 1st disassembly. You can find a tone of better instructions on this forum but to summerize:

- pull up the middle where the shift knob is, use the edge near the cup holder
- take 2 screws out for the ashtray, and pull ashtray out
- pull the storage box out by releasing the lever under it
- use the tool or any flat long piece of metal to unlock and release the A/C display unit, pull it out and disconnect 2 wire harnesses
- take 2 screws out from the upper trim and remove it by disconnecting 2 connector harnesses
- remove the upper center vents by taking 2 screws out (i don't remember if you have to remove the long horizontal trim above, but if you do, no big deal)
- take out the plastic A/C frame insert by releasign the holding levers
- disconnect the trim pieces with window buttons (you may need to put the shifter in the Drive position)
- remove 2 screws under the carpet inside the armrest storage box
- remove 2 screws near the shifter
- i think that should be enough to remove the entire center console/arm rest. you don;t have to remove completely, you can just move it to the side, but it will make it a hell of a lot easier if you do remove it
- remove the dual plastic vent conduit
- remove 2 screws holding the bracket connecting the lower part of the center console near the ashtray screws, and remove that bracket
- take out 4 or 6 screws that secure the center console cage

- now it may seem imposible to remove that cage out, but be patient and don't use a lot of force, wiggle it a bit and you will see what is holding it down, you may need to rotate it a bit and pull the right side of the dash that covers the cage towards your self a bit and remove the center cage

So much for disassembly.

Now the install, basically you will do the above steps in the opposite order with a few small gatchas:

- Remove the buttons from the upper trim and place them on the new one. to remove just pull on the several levers.
- Wait for pushing A/C display all the way in untill all done.
- You may not need to but i always had a problem with the ashtray connector wire being too short so we extended it a bit (3 wires).
- There are a lot of different double din stereos out there so depending on the one you choose to get you will have to figure out custom finish drim around the stereo to fill in the gap. We cut out a piece from black plastic that came with the kenwood stereo but this is where you have to get creative. Also to mount the stereo we used a cage for a double din that perfectly fit in the new cage. To secure it we used 2 long screws from left and right that went directly into the 2 dedicated mount points on the sides in the new cage. This step is very specific to the stereo you get. of course original MB nav will fit with out any customizing issues.
- Double check everything, don't forget to plug all the harnesses back, make sure all A/C vents plugged it properly, don't loose any screws and all the other stupid stuff we all do sometimes.

That's about it. I probably forgot something but i'm sure it's not a show stopper. In any case this forum helped me a lot and will help you with any info you need, just do a little searching. Feel free to contact me if any more detailed questions about this install.

Good Luck!

PS. attached is the pic of the cage

Attached Images



OFFLINE

QUOTE

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Newest mod...Teaser pics

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E-Class (W210) 1995-2002: E 200, E 220D, E 240, E 290TD, E 300TD, E 200, E 240, E 280, E 320, E 420, E 430
(Wagon, Touring, 4Matic)

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06-01-2009, 06:54 AM

#1

suicidal4life

Super Member
[Garage is empty, add now](#)



Join Date: Oct 2005
Location: PNW
Posts: 808
Drives: 2001 E430

Newest mod...Teaser pics

Been slowly wrapping up my Laser Interceptor install. I was getting sick of my temporary ghetto rig so I've started to tidy things up. Heres a couple teaser pics of the kill switch I've rigged up.

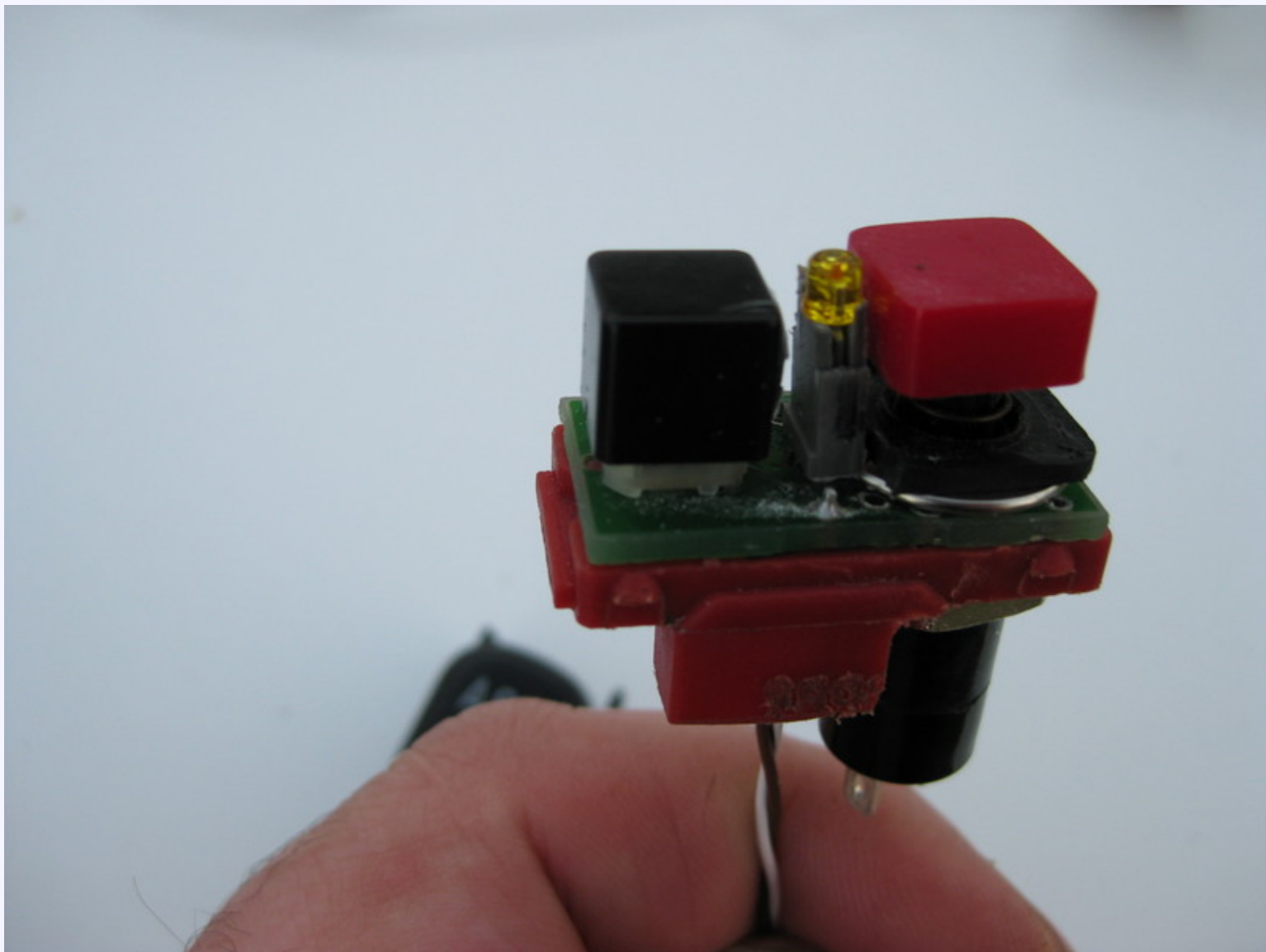
Started out with a used ASR switch.



Unfortunately the internal switches would not work for me. So I bought one of these



That I hacked on and got to fit inside the ASR switch.. after hacking on that too.



I now had a working switch but since I wanted it to match the OEM switches and be backlit at night it was going to take some cosmetic work.... I sanded off the ASR logo and then masked off the international laser warning symbol.

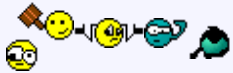


I painted it with Krylon Fusion for plastic in satin black which is almost a perfect match to the original MB finish. After peeling off the masking I was left with a factory looking switch.... After some searching I also located the 4 hole wood trim I needed to add this extra switch.





Installed pics (and nighttime lighted up pics) coming soon.

BTW here is that temporary ghetto rig I was talking about 



suicidal4life

Super Member
Garage is empty, add now



Join Date: Oct 2005
Location: PNW
Posts: 808
Drives: 2001 E430

Quote:

Originally Posted by **topdeez**
That is a work of art, great job

Thanks!!! Although I must admit I'm not 100% happy with it... Probably around 98.5% 🍷 The lines are a bit thicker then I would have liked. I have a few extra switches laying around so I might try a few more.

Mods•Swain coated Kleemann headers•Metal'cats•Evosport underdrive pulleys•355/328 Brembo BBK•19" Carlsson 1/6 wheels•Carlsson pedals•"Carlsoon" shift knob & lighted sills•burlwood steering wheel & door pulls•H&R cupkit•speedybenz•LED tails•Sprintbooster•Sirius•OEM xenon swap

Countermeasures•Hidden Valentine1 with display etched in rearview mirror•Laser Interceptor

Awaiting install•Stiegemeier ported HPS gen1 SC•SLR cams•Coolingmist•Wald EX bodykit•VRP intake spacers•Eisenmann race•Quaife



06-01-2009, 10:49 AM

#4

ejsheltra

MBWorld Fanatic!
Garage is empty, add now



Join Date: May 2008
Location: Pittsburgh,PA,
Cambridge, Ontario, CN
Posts: 1,051
Drives: 2003 S210 3.8L
Brabus wagon

Necessity is a great mother of invention. Nice looking job and who's to know the difference.



06-01-2009, 07:20 PM

#5

illest

Senior Member
1998 Mercedes-Benz E-Class



Join Date: Aug 2006
Location: dc
Posts: 293
Drives: 4 matic

if you need more switches check the link in my sig.



Stuff for sale
- LED City Lights - Chrome key shell - wood console trim (2 buttons)
[Click Here](#)



06-02-2009, 10:28 PM

#6

armaniE55


Super Member
[Garage is empty, add now](#)



Join Date: Feb 2008
Location: Bostonian Ma
Posts: 973
Drives: E55



Quote:

Originally Posted by **suicidal4life** 
Been slowly wrapping up my Laser Interceptor install. I was getting sick of my temporary ghetto rig so I've started to tidy things up. Heres a couple teaser pics of the kill switch I've rigged up.

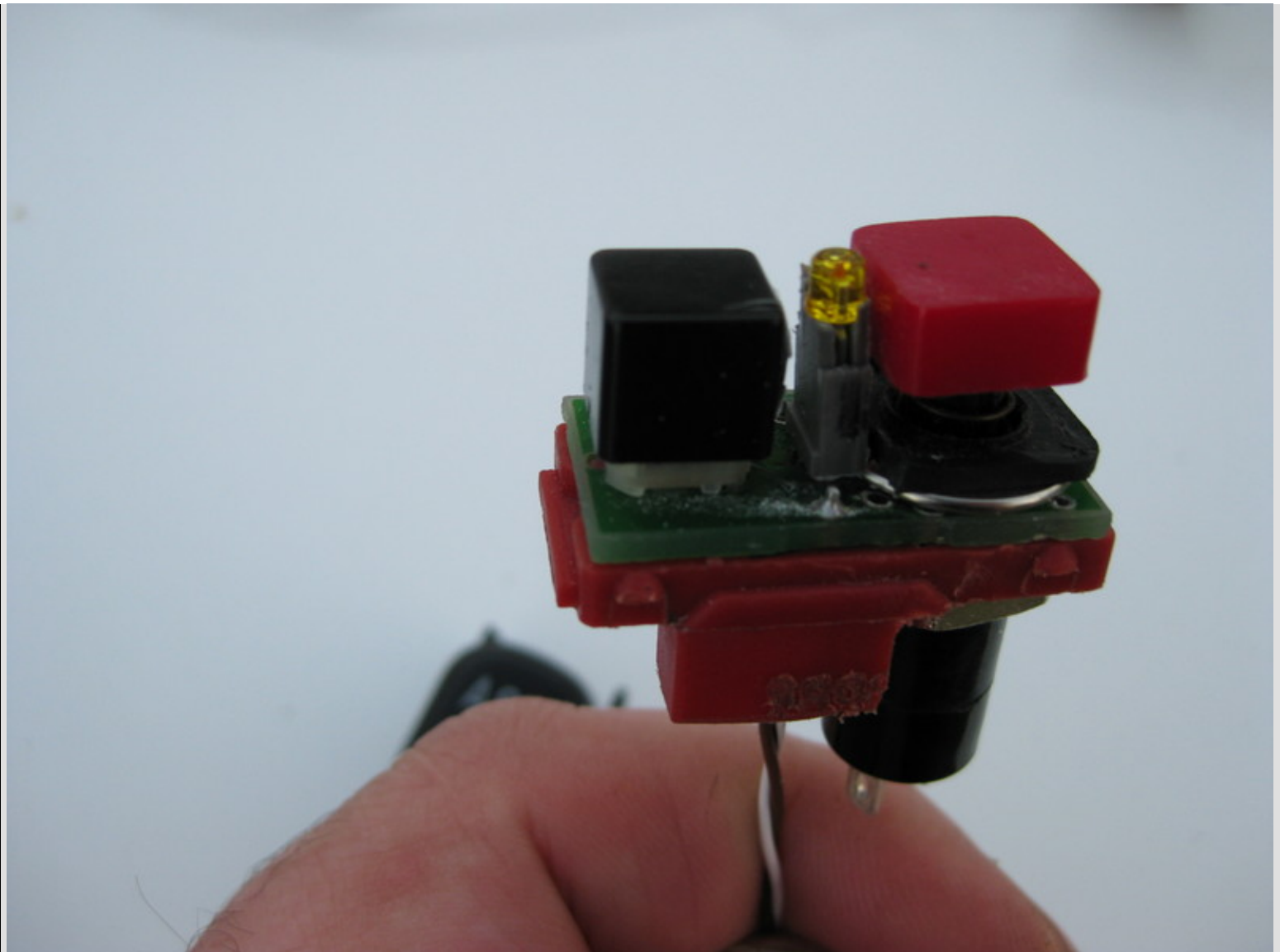
Started out with a used ASR switch.



Unfortunately the internal switches would not work for me. So I bought one of these



That I hacked on and got to fit inside the ASR switch.. after hacking on that too.



I now had a working switch but since I wanted it to match the OEM switches and be backlit at night it was going to take some cosmetic work.... I sanded off the ASR logo and then masked off the international laser warning symbol.



I painted it with Krylon Fusion for plastic in satin black which is almost a perfect match to the original MB finish. After peeling off the masking I was left with a factory looking switch.... After some searching I also located the 4 hole wood trim I needed to add this extra switch.





Installed pics (and nighttime lighted up pics) coming soon.

BTW here is that temporary ghetto rig I was talking about 🍷😄🤪🤖👤



Yup pretty Ghetto! lol Very impressive to say the least...

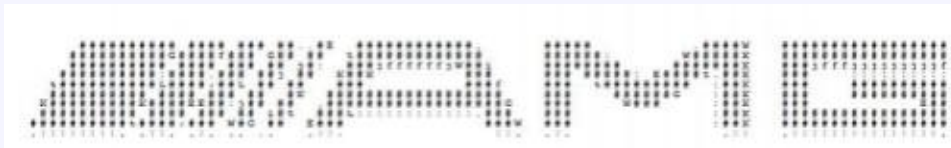
Good Work 🍷

AMS Crankshaft pulley
AMG Sprint Booster
RENNtech CF airbox with k&n filters
Stock Pads all around
Eibach Pro with Bilstein HD
Flat Hood Badge
Resonator delete/X-pipe

Royal purple oil/differential change
 Updated Chrome Key
 Magnecore Wires
 Akebono Brake Pads
 Hankook v12
 E63 Rims
 High Flows
 K40 Hard Wired by Driverside Windshield
 Heads up Display MPH
 Roof Spoiler
 Depo Headlight Retrofit

List to do:
 *AMS Headers and Tune to wrap it up

CLS55 end of year to join E55 club



06-04-2009, 11:43 AM

#7

eXpLiCitW210

Member
[Garage is empty, add now](#)



Join Date: Jul 2007
 Location: San Jose, Cali
 Posts: 215
 Drives: I own a 1999 W210 Mercedes.



Sorry, but what is the purpose of this switch?



06-04-2009, 08:56 PM

#8

suicidal4life

Super Member
Garage is empty, [add now](#)



Join Date: Oct 2005
Location: PNW
Posts: 808
Drives: 2001 E430



Quote:

Originally Posted by [eXpLiCitW210](#)
Sorry, but what is the purpose of this switch?

It's a kill switch for my laser jammer.

Mods•Swain coated Kleemann headers•Metal'cats•Evosport underdrive pulleys•355/328 Brembo BBK•19" Carlsson 1/6 wheels•Carlsson pedals•"Carlsoon" shift knob & lighted sills•burlwood steering wheel & door pulls•H&R cupkit•speedybenz•LED tails•Sprintbooster•Sirius•OEM xenon swap

Countermeasures•Hidden Valentine1 with display etched in rearview mirror•Laser Interceptor

Awaiting install•Stiegemeier ported HPS gen1 SC•SLR cams•Coolingmist•Wald EX bodykit•VRP intake spacers•Eisenmann race•Quaife



06-05-2009, 02:35 AM

#9

patrick_y

MBWorld Fanatic!
Garage is empty, [add now](#)

Join Date: Mar 2006
Location: Newport Beach, CA & Silicon Valley, CA
Posts: 1,723
Drives: 2005 C230 Kompressor Sport Sedan and 2002 E320 Special Edition



VERY CLEVER! Nice Switch!



06-05-2009, 02:35 AM

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Mercedes SLR McLaren



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