

1. Probably best try removing the oil cooler water hose clamp which is connected to the oil cooler. If you can't get it off, proceeding is pointless. If you see that you can get it off, before you completely remove it, coolant and oil will have to get drained as per steps 2 and 3. Otherwise they will splash all over you. Huge mess, I guess. I found it easier to do it from the bottom with this tool:

27" Oil Fuel Cable Hose Clamp Pliers Locking Tool for Spring / Flat Hose Clamp

<https://www.ebay.com.au/itm/27-Oil-Fuel-Cable-Hose-Clamp-Pliers-Locking-Tool-for-Spring-Flat-Hose-Clamp/132886981554?ssPageName=STRK%3AMEBIDX%3AIT&trksid=p2057872.m2749.l2649>



The tip is probably a bit too big to fit it into the area, so I cut a bit off with a hacksaw:

From this:



To this:



2. Drain coolant (note: follow all steps if you want to remove most of the coolant. If not, then only do steps 2b/c/e)
 - 2a. Turn on ignition (do not start engine) and increase temperature to max.
 - 2b. Unscrew the coolant reservoir cap
 - 2c. Let the coolant out by unscrewing the tap at bottom of radiator. Turn it anticlockwise by 180 degrees. While turning, between 90 and 180 degrees the screw will pop out a little and coolant will start to flow.
 - 2d. Release the hose to water pump to get out some more coolant. Once it stops, put it back on
 - 2e. Once all coolant is out (about 4.3 – 4.5 litres), screw the tap back on and turn ignition off
3. Unscrew oil filter cap and remove the oil filter. Unscrew oil filler cap and close the opening with some rag so nothing falls in. Drain engine oil.
4. Disconnect negative cable from battery.
5. On starter motor, remove the black cap and unscrew the 13mm nut
6. On starter motor, remove the 10mm nut
7. Remove two starter motor bolts and close the hole with some rag so nothing falls in.
8. Unclip several electrical connectors in the area to get more room
9. Unscrew 5 oil cooler bolts (e-torx e10) and have a container ready to catch extra coolant and oil from the cooler. Let it drain as well as more oil from the pan. Once all out, torque sump plug to 30NM
10. Undo the coolant hose ring and remove the oil cooler. Remove the gasket (A2711840280).
11. Unscrew the 3 torx screws on oil cooler body. Pry off the metal plate to reveal 2 oval rubber seals to be replaced. And one large round one. Another round seal can be accessed by removing the round element. Pry off to access. See pictures. Note that the picture with red seals is not mine. Mine are black.



12. Those 4 rubber seals Mercedes doesn't sell. I bought mine from:

<https://www.ebay.com.au/itm/OIL-FILTER-GASKET-SET-FOR-MERCEDES-BENZ-C-CLASS-E-CLASS-SLK-1-8-2711801410SK/183971299698?ssPageName=STRK%3AMEBIDX%3AIT&trksid=p2057872.m2749.l2649>

OIL FILTER GASKET SET FOR MERCEDES BENZ C-CLASS E-CLASS SLK 1.8 2711801410SK



Of course, you need the main gasket (A2711840280). I bought mine from Mercedes as it's not expensive.



Or, you can buy all the seals from here:

https://www.ebay.com.au/i/173880496567?chn=ps&norover=1&mkevt=1&mkrid=705-139619-5960-0&mkcid=2&itemid=173880496567&targetid=923177503810&device=c&mktype=pla&googleloc=1000286&poi=&campaignid=9772799715&mkgroupid=100117147336&rls=target=pla-923177503810&abclid=578876&merchantid=7364522&gclid=EA1aIQobChMIJJKmLq67AIVjQsrCh19ZAI8EAYYAIA BEgLHGPD_BwE

13. Replace rubber seals and tighten the three torx screws to 5NM
14. Fit the cooler gasket (A2711840280) onto the oil cooler. Lubricate the bolt holes on that gasket a bit, so the bolts go easier through the rubber holes on the gasket later.
Very important: Before you fit the gasket onto the oil cooler plate, ensure that the plate is clean as there could be some baked-on rubber remains. Easiest way is to do it with a razor blade. Ensure that the mating surface on the engine block is clean as well.
15. Take the assembled oil cooler and align it with the holes on the engine block. Connect the coolant hose first followed by 5 oil cooler bolts. Torque is 12NM

16. Connect cables you undid in step 8
17. Replace starter. Reconnect small cable (10mm nut to 6NM). Reconnect big cable (13mm nut to 15NM). Starter bolts to 40 – 45NM
18. Reconnect negative battery terminal
19. Oil filter to be installed. Tighten to 25NM
20. Pour in coolant about 4.3 – 4.5 litres, depending how much you got out in step 2.
21. Pour in engine oil 5.5 litres. Fit the oil filter. Done.