

I own a 2007 S65 that had a faulty (boot ripped) driver side engine mount. I downloaded the Mercedes AR22.10-P-1260SZ procedure however I found it did not work (for me) as written. So, I thought others could benefit from what I did.

Full disclosure, most if not all of the following photo's are not mine. Unfortunately, I didn't think to write this procedure until after I had done it therefore, I had to scavenge around Google photos for most of these.

Required Tools and Equipment:

Jack Stands (qty 2)
Floor Jack
3/8" socket wrench
13mm socket
8mm socket
E10 Star socket (for 2s and 4s bolts)
10mm boxed end wrench
3/8" swivel socket (can be helpful)

1. Jack up the vehicle using the central vehicle jack block located between the 2nd and 3rd under body cover panels, see Figure 1



Figure 1 - Central Vehicle Jacking Block

*****NOTE*****

The photo above shows the under-body cover panels already removed however that will not occur in this procedure until step 3.

2. Raise the vehicle to a safe yet comfortable height, then place jack stands under the forward left and right tire change jack points just behind the front wheels, see Figure 2.



Figure 2 - Right/Left Tire Change Jacking Blocks

*****NOTE*****

You do not need to remove the front wheels however it may allow you better in/out access under the vehicle

3. Remove the 4 shared bolts (remove these first/install these last), then the 4 bolts (2nd panel), then the 12 bolts (3rd panel) using an 8mm socket, see Figure 3

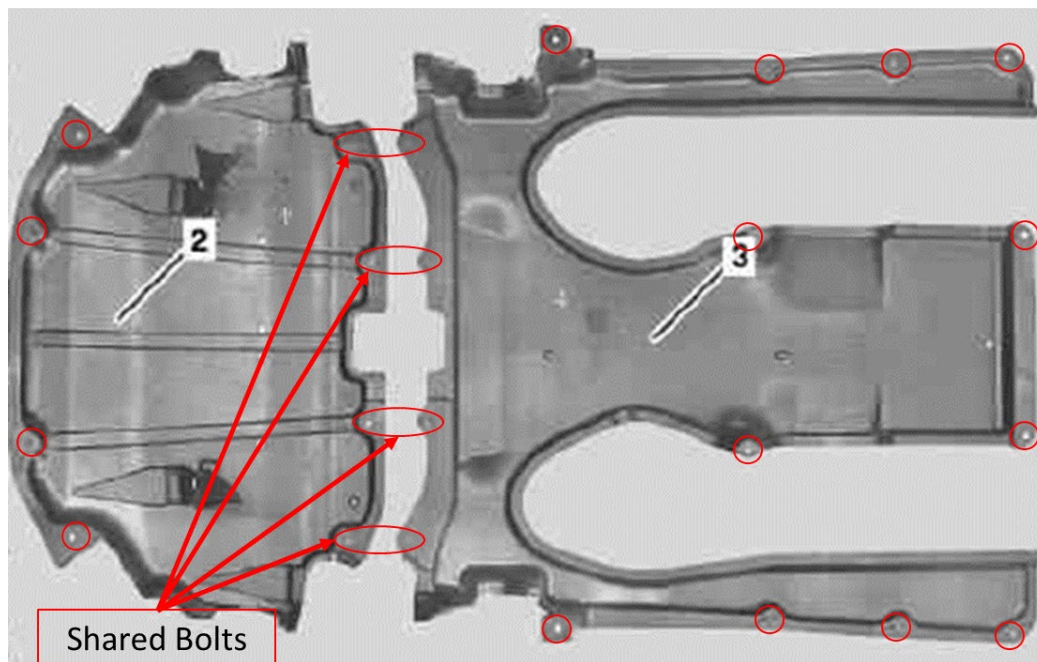


Figure 3 - Second and Third under body cover panels

4. Remove the two engine mount bottom bolts (1s), see Figure 4

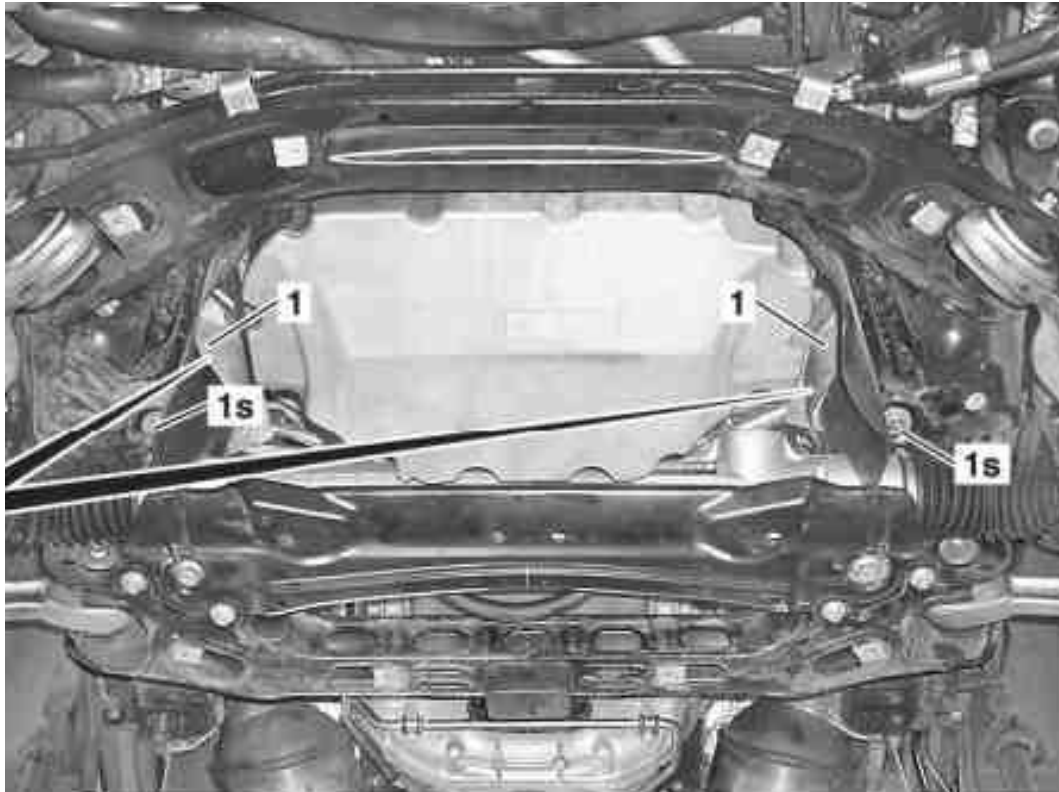


Figure 4 - Right/Left Engine Mount to Frame Bolts

5. There are two ways to lift the engine. One is with the recommended engine support bar, see Figure 5.



Figure 5 – Engine Support Bar

The other is using a 10 inch long, section of 2X4 in between the jack and the oil pan, jacking up the engine.

While the engine support bar is the recommended method, the \$100 to \$300 expense for this one-use tool might be a bit steep so do what is best for you. I purchased an engine support bar however it was not quite the right shape to use on the front engine lift-ring, so I chose the 2X4

method and it worked perfectly. Also, I had a very bad experience using the front lift ring on my 2004 S600.



******NOTE******

I have found the front oil pan section to be extremely strong and more than capable of handling the weight of the engine as long as the weight is distributed with a block of wood.

In either case you will need to raise the engine up approximately 4 to 5 inches to accomplish this procedure.

6. If using the 2X4 plus jack method, there is no reason to remove the two top engine covers. However, if using the engine support bar, it would be best to remove them.
7. Once the engine is raised, using a combination of an E10 star socket and 10mm boxed end wrench, remove the 4 (2 on each mount) engine mount to engine bolts, (4s), see Figure 6



Figure 6 – Engine Mount Assembly

*****NOTE*****

The picture above is just slightly different than my actual configuration. The heat shield on mine does not have a large open hole where the three (2s) bolts go through. Instead, the shield has three small holes that each bolt goes through to hold the shield onto the mount. So you will need to ensure that when the heat shield is tightened back into place that the two (4s) bolt holes are aligned so the mount to engine bolts will pass through.

8. At this point you should be able to slip the passenger side mount out through the rear.
9. For the passenger side mount, removed the three (2s) bolts and remove and replaced old mount with the new mount and reinstall, see Figure 6
10. For the driver's side mount the Mercedes AR22.10-P-1260SZ procedure will tell you to disconnect the steering shaft in order to remove it through the rear however even after I did this, I struggled for quite a while and still could not get it out no matter how high I jacked up the engine.

This is where I discovered that you could flip the driver's side mount over while it is still between the engine and the frame to where you can access the three (2s) bolts from under the car, see Figure 6. I used my Ryobi impact driver to break these three bolts free which allowed me to remove the mount in smaller pieces.

******NOTE******

Take careful note of the orientation of the engine mount, heat shield and mount adapter while still in the vehicle when disassembling for proper reassembly.

11. For the driver's side mount, you will need to reassemble the new mount while it is in between the engine and the frame rail then just flip it over and reinstall, see NOTE above.
12. Lower the engine and reinstall the 2 engine mount to frame bolts **(1s)**, see Figure 4
13. Reinstall the 2 bottom engine cover panels using the 8mm socket and 24 bolts, see Figure 3