

# SLK roof rubber lubrication

by Jeremy Stevens, Technical Director

The body of the SLK is extremely rigid and there is little flexing, but despite this, if the rubber seals are not lubricated creaks can be heard from the roof on certain road surfaces. Mercedes-Benz offers a special lubricant (Du Pont Krytox) for this job, part number A000 989 36 60. The tiny 30ml tube costs around £40 and is labelled 'Spezial-Gleitmittel Fluid'.

Krytox is a synthetic fluoro-polymer, isn't oily in the conventional sense and doesn't degrade rubber and other elastomers. Krytox oil and grease can also be purchased from GBR Technology [www.gbrtech.co.uk](http://www.gbrtech.co.uk) which offers a number of Krytox lubricants. I purchased 30ml of Krytox oil (part number GPL105 1975 plus VAT) which comes with an applicator, and a 57g tube of grease (part number GPL205 117 plus VAT). With £3.50 postage and packing the total cost came to £49.30. Not cheap, but should last a lifetime.

GBR have been supplying Krytox for some time for vario-roof applications to owners of other manufacturers' vehicles, notably VW, where it is also reported to stop leaks with a high degree of success. According to GBR the key considerations when applying Krytox oil are as follows:

The seal material needs to be squeaky clean before application – free of body wax, silicone etc. Use industrial methylated spirits as a solvent for achieving this.

The amount applied should be minimal – avoid the temptation to over apply. Be cautious of contamination onto unwanted areas such as glass and paint as Krytox is very difficult to remove.

The applicator bottle is quite convenient, although using fingers to apply the product means it can be worked well into the seals and thus penetrate the nooks and crannies which are guaranteed to be the source of noise.

Krytox is a very safe and inert material (both to operator and substrate) and does not cause seal swell or cracking.

Krytox is not considered to be a 'temporary' fix. It does not suffer water-washout, does not oxidise and does not migrate. Du Pont has carried out fluorine flame testing on treated door seal sections four years after application and found comparable levels to those at the time of application.

Following these instructions, I applied a light smear of the GPL105 oil on the rubber seals of the roof of our SLK and the slight creaking that had developed over the last year was immediately suppressed. It should also help reduce the tendency of the rubber seals to wear through the paint on the metal bearing surfaces. Also, due to the position we have the seats, the front squabs tended to rub the central console and a very light smear of GPL205 grease on the rubbing surfaces stopped that too. My thanks to Tony Leach for doing the background research on Krytox.

Contact details for GBR Technology are Alan D Follett, GBR Technology Ltd, Unit 6 Jupiter House, Calleva Park, Aldermaston, Reading, Berkshire RG7 8NN, telephone 0118 982 0567.



Krytox grease and oil.

