

# Mercedes SLK 230 Hydraulic Top Repair

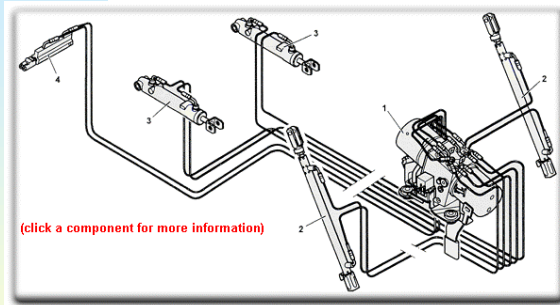
This is how I did it without a repair manual, it worked for me!

- Has the retractable top on top on your Mercedes SLK stopped working and you received sticker shock of between \$3,000 and \$4,000 to repair the hydraulic system from the Mercedes dealer. My daughter did.
- I will share my experience repairing my daughter's car with you.
- I would think that any one who has the mechanical ability to replace a bad window motor in a auto has the ability to repair a SLK hydraulic leak.

- My qualifications: I am 68 years old and I have never earned a dime working on cars. I am mechanically inclined and have worked on my cars all my life. I have just completed the repair on my daughter's SLK hydraulic system for her top for under \$350.
- Not \$3,000 to \$4,000 - big difference!

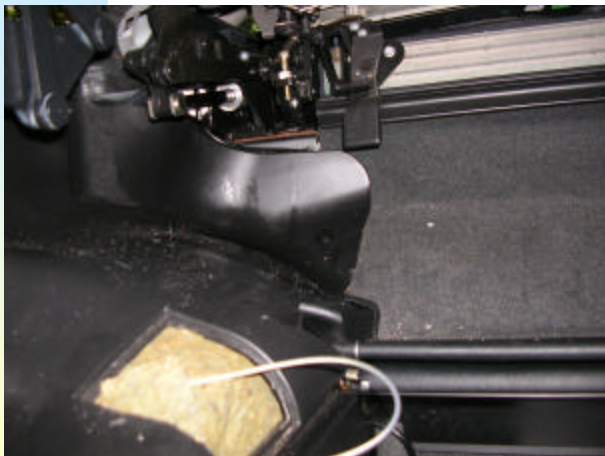
- I did not have a repair manual!
- I read a lot on the internet about how to rebuild the 5 cylinders on the SLK, a company **Top Hydraulics** in Florence, OR - kept coming up in different chat rooms. I made a telephone call to Top Hydraulics to make sure they were still in business. Klaus White answered the phone and assured me they were in business and spent about 10 minutes telling me how to take the cylinders out of the SLK. I ended up calling him 4 times with questions, he was very informative and helped me a lot.

- A good place to look on the Internet for a great over-view of how the SLK Top works is: <http://ryououki.no-ip.com/r170/default.htm>
- Most likely one or more of your Actuating Cylinders are bad.



- The Hydraulic Unit (1) and the Hydraulic Trunk Lid Cylinders (2) are located in the trunk. The Hydraulic Roof Actuating Cylinders (3) and the Hydraulic Cylinder for Lock Actuation (4) are located in the retractable top.

The Hydraulic Roof Actuating Cylinder on the driver side was leaking hydraulic fluid; you can see the leak on the plastic panel in the SLK's trunk. I would recommend rebuilding all five of the hydraulic cylinders.



All of the panels and the all mats must come out of the trunk area. This will expose the hydraulic pump and hydraulic lines in the trunk area. Most of the panels are held in by push pins of two different types. There is also a couple of 10 mm bolts. Also two sensor's to unplug.



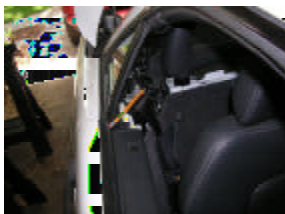
In order to take the trunk panels out - the trunk must be in the reverse open position. I put the roof in the 1/2 open position. Be advised that you need to brace the trunk and top in this position - otherwise they will fall!! I speak from experience.



There are three sensor's that you will be dealing with, two are in the trunk and one on passenger side next to the forward end of the Hydraulic Roof Actuating Cylinder by the roll bar.



You will need to remove the sensor attached to the cars frame by the Hydraulic Roof Actuating Cylinder near the roll bar on the passenger's side. This sensor has to male prongs that fit into two holes and spread out. I used a pocked knife and screw driver and tried them out.





At the base of this cylinder in the trunk, there is a bracket that the cable must be inserted into otherwise the top will not work.





Top braced up to keep from falling.



Take this out with a T8 Torx Tool available at Ace Hardware.  
It is like a star shaped screw driver.



This is where you fill the hydraulic fluid. Be sure to use only Mercedes-Benz hydraulic fluid, it is about \$30 per quart from the dealer.

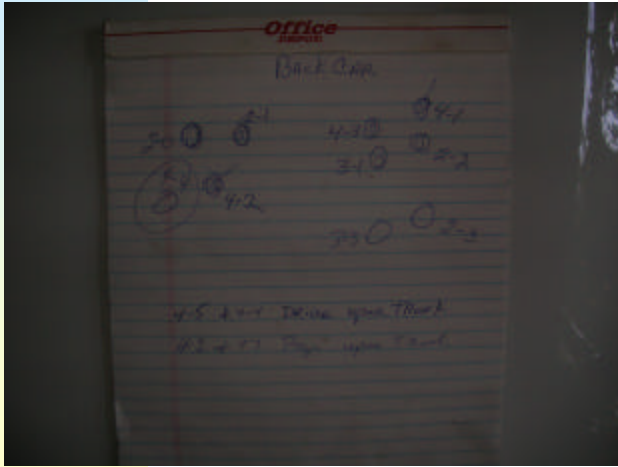
The hydraulic lines detach from the pump, *do not* detach a hydraulic line from a cylinder. Note that each hydraulic line has an individual number printed on it.

See next slide, I made notes where each hydraulic line went into the pump.





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There are several connectors in the trunk that do not go to anything.  
I guess they are for add on's that are not installed on this SLK>





**Disclaimer:**

**I am not a mechanic nor do I claim to be a mechanic.**

**I repaired my daughter's SLK hydraulic roof malfunction without any major problems. Be careful of the "e-clips" Lost two but Ace Hardware has e-clips.**

**You do not have to bleed the hydraulic system like a brake job, it self bleeds.**

**I used Top Hydraulics "<http://www.tophydraulicsinc.com/>" To rebuild my cylinders. You can contact them at 541 902 3214. If you ship your cylinders to be rebuild use zip lock bags. The Post Office does not like leaking packages.**