



## TÜV (German Technical Approval) conditions and modification hints:

### Modifications:

- FA 1: Bend in and flare the FA wheel arches
  - FA 2: Fit steering lock limiter at the FA
  - FA 3: Work over the FA plastic wheel house liners
  - FA 4: Flare the FA fenders
  - FA 5: Work over the FA wheelhouses in the front area
  - FA 6: Replace the bolts of the FA plastic wheelhouse liners with self-tapping bolts
  - FA 7: Cut out the FA plastic wheelhouse liners in front of the wheel at max. turn-in
  - FA 8: Seal the exposed surfaces of the FA
  - FA 9: Limit the FA steering lock to 15 mm (at steering mechanism, see installation instructions)
  - FA 10: Flare the FA fenders with additional braces
  - FA 11: Grind the FA wheel arches in the wheelhouse
  - FA 12: Work over the FA plastic wheelhouse liners 1
  - FA 13: Work over the FA plastic wheelhouse liners 2
  - FA 14: Install bump limiter 12 mm. Not for cars with standard sport suspension (Code No. 486) or Airmatic (Code No. 489)
    - not at vehicles with genuine sport suspension system
    - not at vehicles with Airmatic suspension system
    - not at vehicle with ABS suspension system
    - not at SL-Class (R230)
  - FA 15: Enlargement of the bumper by means of the standard fixation.
  - FA 18: Adjust speedometer
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- RA 1: Bend in the rear wheel arches
  - RA 2: Flare the RA bumper
  - RA 3: Work over the RA plastic wheelhouse liners/ seal exposed surfaces
  - RA 4: Work over the bumper in the rear area of the wheelhouse
  - RA 5: Work over the flanks or
  - RA 6: Remove the RA plastic wheelhouse liners
  - RA 7: Extend the RA inner wheelhouse to the outer shell
  - RA 8: Seal the RA inner wheelhouse
  - RA 9: Work over the corners of the rear bumper in the area of the wheel arch
  - RA10: Flare the RA wheel arches
  - RA11: Bend the edge of the side wall in the wheelhouse upward
  - RA12: Work over the RA plastic wheelhouse liner in the area of the bumper attachment
  - RA13: Work over the RA wheelhouse liner in the area of the shock absorbers
  - RA14: Repaint if necessary (extra charge position)
  - RA15: Relocate the bolt in the area of the RA wheelhouse approx. 12mm back
  - RA16: Rear wheel arches/rear skirt had to be reduced and sealed (until the fitting bolt)
  - RA17: Rear wheel arche edge had to be pushed carefully to the outside
  - RA18: The paint of the rear wheel arches had to be heated/turn-over the angle. Attention! The radius of the wheel arches are not similar
  - RA19: The carpet at the innerside of the wheel arches had to be removed and sealed

### WU categories (explains required skills for fitment)

- 1= Installation can be carried out by the Mercedes customer himself
  - 2= Installation should be carried out at a DaimlerChrysler workshop/ expert workshop
  - 3= Installation should be carried out at a DaimlerChrysler workshop / an expert with tuning experience
  - 4= Installation must be carried out at Carlsson, Merzig
- Oriention price for painting of aerodynamic parts:

All stated milages are addicted to the modification of each car. All specifications are average peaks, diversifys about +/-5% are possible. All stated milages are based on the specifications from the registration document, which can be also diversify about +/-5%. Carlsson can not ensure for a lower specifications of the based engine. All performance kits had to be match to the max speed index of the fitted wheels.  
Errors and omissions expected.