

w123 300TD Rear Spring Conversion Kit Instructions

Please email me at propigskin@aol.com with any questions! I recommend that a competent mechanic perform this suspension conversion. There are no permanent modifications required and this is a bolt on kit.

How to install the spring conversion kit:

1) Unbolt the two lower SLS shock bolts, one upper bolt located under the interior carpet (secured with phillips screws) and the hydraulic lines to remove the SLS struts from both sides.

2) I have found it is easiest to use a high quality automotive spring compressor to compress the coil springs to remove them and install the new replacement coil springs.

OR

Unbolt the two large bolts towards the front of the control arms where it attaches to the sub frame. (Be careful not to cross thread these bolts upon re-installation) They must be re-torqued to spec also. They will need to be loosened if you do not have the correct spring compressor.

3) Clean the spring perches and install the new springs (be sure to leave the factory round rubber boot in the perches to cut down on spring creep noise). The installed rubber end of the new spring also goes into the spring perch. Do not remove the rubber isolator on the spring end! This is installed to cut down on spring creep. If you experience any noise, be sure to spray the spring perch with silicone spray.

4) Install the new shocks and hardware with the dog bone and two bolts into the control arm and the threaded shock rod into the floor. (The rear shocks required are commons W123 1976-1985 300D sedan)

Disabling the SLS System: I recommend that you remove all the remaining SLS components such as the supply lines, accumulators, bottle, and pump on the engine. If you do not disable the pump, it will eventually pump out all fluid, seize and could cause damage to the engine.

There are two ways to disable the pump:

1) Remove the engine mounted SLS pump and remove the small round metal drive connector that mates the camshaft and the SLS pump. This piece has a "cross" milled in the middle of it. Once this piece is removed, the pump will no longer turn. Finally, clean the gasket surface and reinstall the pump with a new gasket or silicone.

OR

2) Purchase the Block off Plate kit (\$40) and remove the pump altogether. This is a much better option which will allow you to remove the hoses, pump, and tank from the engine compartment which will give you more room to work on your engine and decrease weight. Remove the SLS pump from the engine and the round connector piece. Clean the engine gasket surface and install a small bead of the provided silicone where the gasket was located. Install the new block off plate with the bolts provided.

It is a good idea to check and replace any worn suspension control arm bushings and retighten all control arm/subframe bolts at this time and test drive. If you hear any spring creep noise, use either silicone spray or moly grease in the buckets and make sure springs are correctly clocked. Some noise is normal over high articulations as the springs are thicker than stock to accommodate for the removal of the hydraulic struts while maintaining factory handling and weight ratings.

Congratulations, you are now finished!

