

# MERCEDES-BENZ 2010-11 SLK300

## PRECAUTIONS

**Warning:** Risk of explosion when charging lead batteries with battery electrolyte containing sulfuric acid; a highly explosive gas mixture is created that ignites by means of fire, sparks, open flames and smoking.

**Warning:** The battery electrolyte contains diluted sulfuric acid that causes caustic burns to the skin, eyes and mucous membranes in the event of contact. Bonded electrolyte is just as caustic as liquid electrolyte. Battery electrolyte mist causes caustic burns to eyes. If inhaled, this can result in caustic burns to mucous membranes and respiratory tracts.

**Warning:** In event of a short circuit from battery positive to ground, battery terminals and conductive objects causing short circuit, such as a tool or jewelry, become hot in seconds and cause burns.

**Warning:** If battery electrolyte is swallowed, this can result in symptoms of poisoning such as headache, dizziness, stomach ache, respiratory paralysis, unconsciousness, vomiting, caustic burns and cramps. Absorption of lead in body through contact with leaded components (battery terminals, lead plates in damaged batteries) damages blood, nerves and kidneys; lead compounds are also toxic for reproduction.

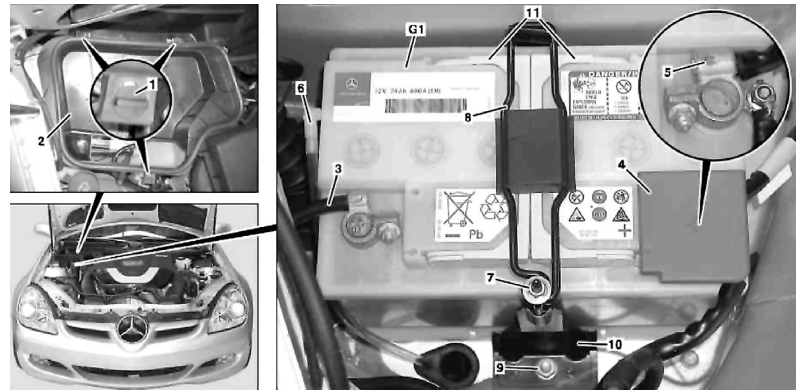
**Caution:** Wear acid-resistant gloves and clothing and safety glasses with side guards.

Only charge lead batteries in well-ventilated rooms with appropriate voltage and appropriate current with approved chargers, taking into account the instructions of battery and charger manufacturers.

**Caution:** Do not place any conductive objects on battery, and do not wear any conductive jewelry (risk of short circuit).

Always disconnect the ground terminal first; always connect positive terminal first (risk of short circuit caused by tool).

Only store, transport and install batteries with liquid battery electrolyte horizon-



BTY120000000832

Fig. 1 Battery removal

tally, otherwise battery electrolyte can escape from the degassing holes.

## BATTERY

### Removal

1. Remove transmitter key from electronic ignition switch control unit and ensure that all consumers are switched off.
2. Open engine hood and move to vertical position.
3. Open quick-release fittings (1) and remove air duct (2), **Fig. 1**.
4. Loosen clamp nut and disconnect ground line (3) from terminal of battery, **Fig. 1**.
5. Remove positive terminal cover (4), **Fig. 1**.
6. Disconnect positive line (5) from battery (G1), **Fig. 1**.
7. Pull vent hose (6) off battery (G1), **Fig. 1**.
8. Unscrew nut (7) and remove retaining bracket (8), **Fig. 1**.
9. Unscrew nut (9) and remove bracket (10), **Fig. 1**.
10. Remove battery (G1) from engine compartment. Use supporting bracket (11), **Fig. 1**.

### Installation

1. Install battery.
2. Install bracket (10), **Fig. 1**.
3. Install retaining bracket (8), **Fig. 1**.
4. Install vent hose.
5. Connect positive line to battery. Ensure that positive line is seated firmly, otherwise terminal may be damaged.
6. Install positive terminal cover.
7. Connect ground line to battery. Ensure that ground line is seated firmly, otherwise terminal may be damaged.
8. Install air duct and close quick-release fittings.
9. Set time on instrument cluster if required.
10. With a closed Vario roof, move both windows up to upper block position. Keep switches of driver power window switch group pressed in this position for at least one second to normalize power windows.
11. **On models equipped with power seats,** the following stops have to be approached: front stop of fore/aft adjustment, lower downstop of inclination adjustment, lower downstop of height adjustment, front stop of backrest adjustment. Keep switches of lefthand seat adjustment switch group and righthand seat adjustment switch group pressed for at least one second in particular downstop points.

The material herein may not be used without the prior express written permission of the copyright holder, including, but not limited to reproduction or transmission in any form by any means such as electronic, mechanical, photocopying, recording or otherwise; nor may it be stored on any retrieval system of any nature.

"The data reported herein has been compiled from authoritative sources. While every effort is made by the analysts to attain accuracy, manufacturing changes as well as typographical errors and omissions may occur on occasion. The publisher cannot be responsible nor does it assume any responsibility whatsoever for such omissions, errors or changes."

MOTOR INFORMATION SYSTEMS  
MOTOR is a trademark of Hearst Business Media  
A Unit of Hearst Corporation  
1301 W. Long Lake, Suite 300  
Troy, MI 48098

Copyright © 2012 Hearst Business Media. All rights reserved.