

11828

MERCEDES BENZ S550 / S550 4MATIC

12/7/2012

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GROSS LOAD CAPACITY WHEN USED AS A WEIGHT CARRYING HITCH: 2,000 LBS. TRAILER WEIGHT & 200 LBS. TONGUE WEIGHT.

DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY.

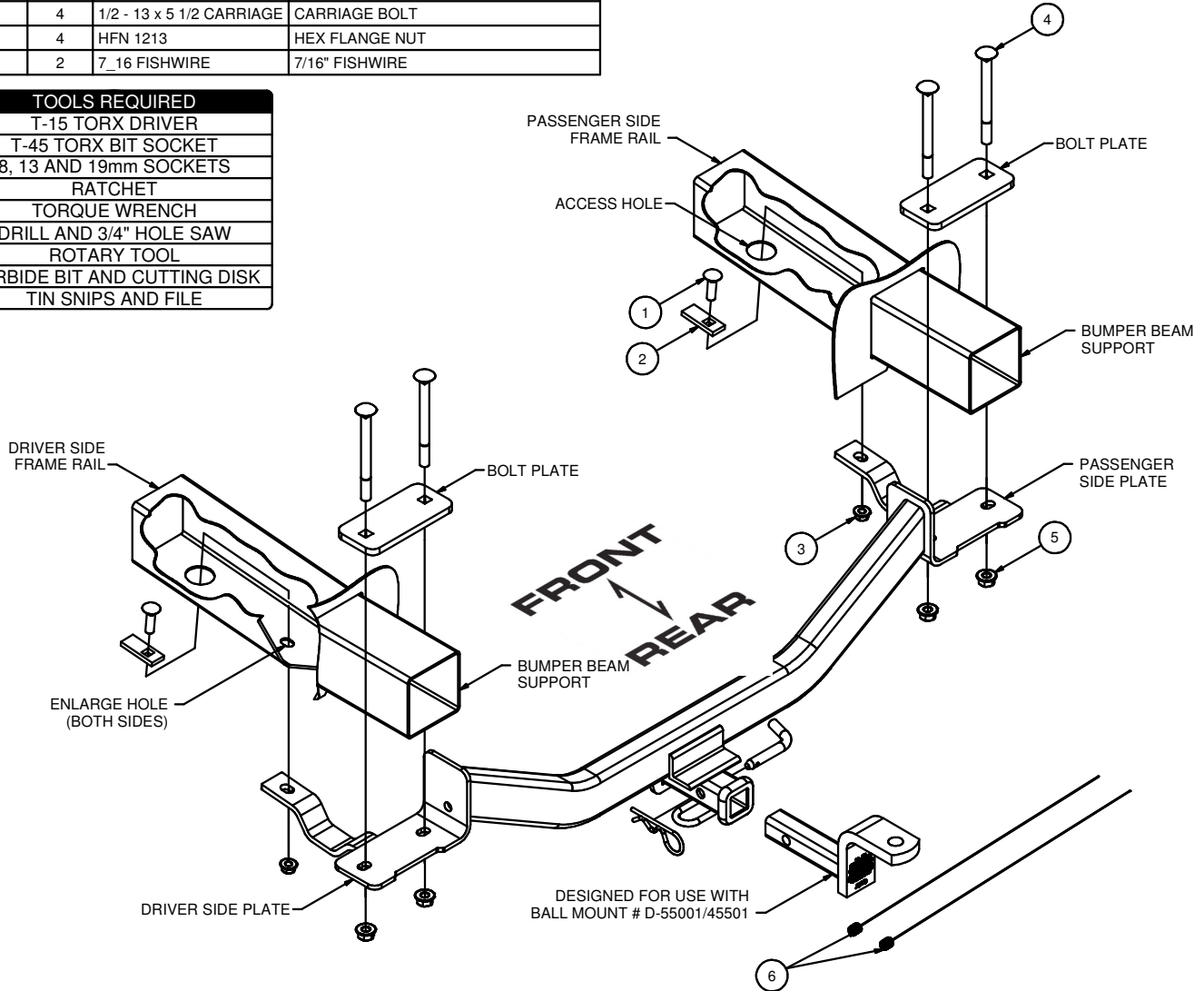
WARNING: ALL NON-TRAILER LOADS APPLIED TO THIS PRODUCT MUST BE SUPPORTED BY AUXILIARY STABILIZING STRAPS.

** FAILURE TO PROPERLY SUPPORT NON-TRAILER LOADS WILL VOID PRODUCT WARRANTY**

HAVING INSTALLATION QUESTIONS? CALL TECHNICAL SUPPORT AT 1-800-798-0813

Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	2	7/16-14 x 1 1/2	CARRIAGE BOLT
2	2	CM-SP2	.250 x .88 x 2.25" SQUARE HOLE SPACER
3	2	7/16-14	HEX FLANGE NUT
4	4	1/2 - 13 x 5 1/2 CARRIAGE	CARRIAGE BOLT
5	4	HFN 1213	HEX FLANGE NUT
6	2	7_16 FISHWIRE	7/16" FISHWIRE

TOOLS REQUIRED
T-15 TORX DRIVER
T-45 TORX BIT SOCKET
8, 13 AND 19mm SOCKETS
RATCHET
TORQUE WRENCH
DRILL AND 3/4" HOLE SAW
ROTARY TOOL
CARBIDE BIT AND CUTTING DISK
TIN SNIPS AND FILE



RUBBER ISOLATOR REMOVAL DIAGRAM

This technique can be used if and Exhaust Hanger Removal Pliers is not available.

Using a 5/8" open end wrench, slide the wrench up to the rubber isolator, cradling the hanger rod as shown. Next place the flat edge of a pry bar between the wrench and the hanger stop or hanger rod. Then simply rotate the pry bar toward the wrench to remove the rubber isolator.

Note: Using a spray lubricant or soapy water on the hanger rod and the rubber isolator helps removal.

FISHWIRE TECHNIQUE

INSERT COILED END OF FISHWIRE TOOL THROUGH HITCH MOUNTING HOLE IN VEHICLE FRAME RAIL AND OUT THE ACCESS HOLE. PASS COILED END OF FISHWIRE THROUGH SPACER AND THREAD BOLT INTO COIL. KINK WIRE TO KEEP SPACER SEPARATE FROM BOLT AS SHOWN. PULL FISHWIRE, SPACER, AND BOLT THROUGH FRAME AND OUT MOUNTING HOLE. USE FISHWIRE TO GUIDE HITCH DURING MOUNTING AND PREVENT LOSS OF BOLT / SPACER INSIDE FRAME RAIL.

NOTE: SOME VEHICLES MAY FISHWIRE THROUGH END OF FRAME

HITCH WEIGHT: 30 LBS.
 INSTALL TIME
 PROFESSIONAL: 90 MINUTES
 NOVICE (DIY): 185 MINUTES
 INSTALL NOTES:
 - FISHWIRE HARDWARE
 - ENLARGE HOLES

PERIODICALLY CHECK THIS RECEIVER HITCH TO ENSURE THAT ALL FASTENERS ARE TIGHT AND THAT ALL STRUCTURAL COMPONENTS ARE SOUND.

Curt Manufacturing Inc., warrants this product to be free of defects in material and/or workmanship at the time of retail purchase by the original purchaser. If the product is found to be defective, Curt Manufacturing Inc., may repair or replace the product, at their option, when the product is returned, prepaid, with proof of purchase. Alteration to, misuse of, or improper installation of this product voids the warranty. Curt Manufacturing Inc.'s liability is limited to repair or replacement of products found to be defective, and specifically excludes liability for incidental or consequential loss or damage.

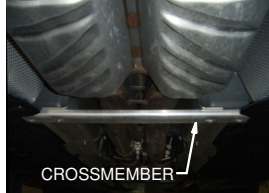
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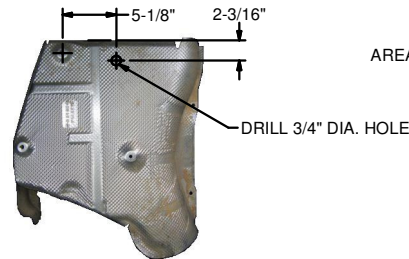
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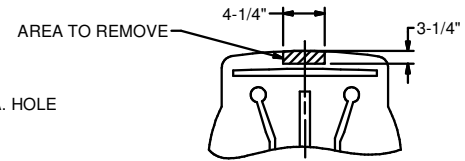


CROSSMEMBER

CROSSMEMBER
(SEE STEP 3)



HEAT SHIELD
MODIFICATION DIAGRAM



TRUNK PAN MODIFICATION
DIAGRAM

INSTALLATION STEPS

Note: It is suggested to protect the lower portion of the rear bumper cover during installation by applying a layer of protective tape before beginning.

1. Remove the trunk pan cover from the underside of the vehicle by removing the (10) screws securing it to the vehicle.
2. Remove the (2) lower bumper cover supports by removing the screws securing them to the vehicle and sliding them from their bumper cover mounts.
3. Lower the exhaust. Begin by removing the crossmember secured by (4) bolts. (See Crossmember photo above.) Next, support the exhaust with a piece of wire and remove the (4) rubber isolators from the mufflers and then the hangers. Finally, remove the (2) mid-exhaust isolator mounts from their hangers by removing the (2) bolts securing each of them.
4. Remove the heat shield located above each muffler by removing the (2) screws on the outside edge of the bumper cover and the (3) nuts above the muffler on each side. It may be necessary to bend the bottom edge of the heat shield towards the center of the vehicle to facilitate the removal of the heat shield from the vehicle.
5. At the rear of each frame rail there is a small plugged hole that will be used to attach the hitch to the vehicle. Remove the plugs and enlarge the holes to 15/32" diameter using a rotary tool or file. (Discard the plugs.)
6. Towards the front of the vehicle there is a larger plugged hole in each frame rail. Remove the plugs and fishwire a 7/16" carriage bolt and CM-SP2 spacer into each hole as shown. (Reinstall the large plugs.) (See Reverse Pull Fishwire Technique.)
7. Measure, mark and cut a hole in each heat shield. (See Heat Shield Modification Diagram.)
8. Reinstall the heat shields.
9. Install a 1/2" carriage bolt into each bolt plate. From the outside of the vehicle, place the plate above the bumper beam support. Install the remaining 1/2" carriage bolts into the inside holes of the bolt plates as shown.
10. Taking care not to push the fishwired hardware into the frame rails, raise the hitch into position and secure it with a 7/16" hex flange nut on each side. Insert the 1/2" bolts into the side plates and secure with (4) 1/2" hex flange nuts as shown.
11. Torque all 1/2" hardware to 110 ft-lbs and all 7/16" hardware to 70 ft-lbs.
12. Raise the exhaust into position and reinstall the mid-exhaust isolator mounts, the (4) rubber muffler isolators and the crossmember removed in Step 3.
13. Reinstall the (2) lower fascia supports.
14. Trim the trunk pan cover to clear the receiver tube. Find and mark the center of the cover. Measure, mark and trim the cover as shown in Trunk Pan Modification Diagram using a tin snips or rotary cutting tool.
15. Reinstall the the trunk pan cover.

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