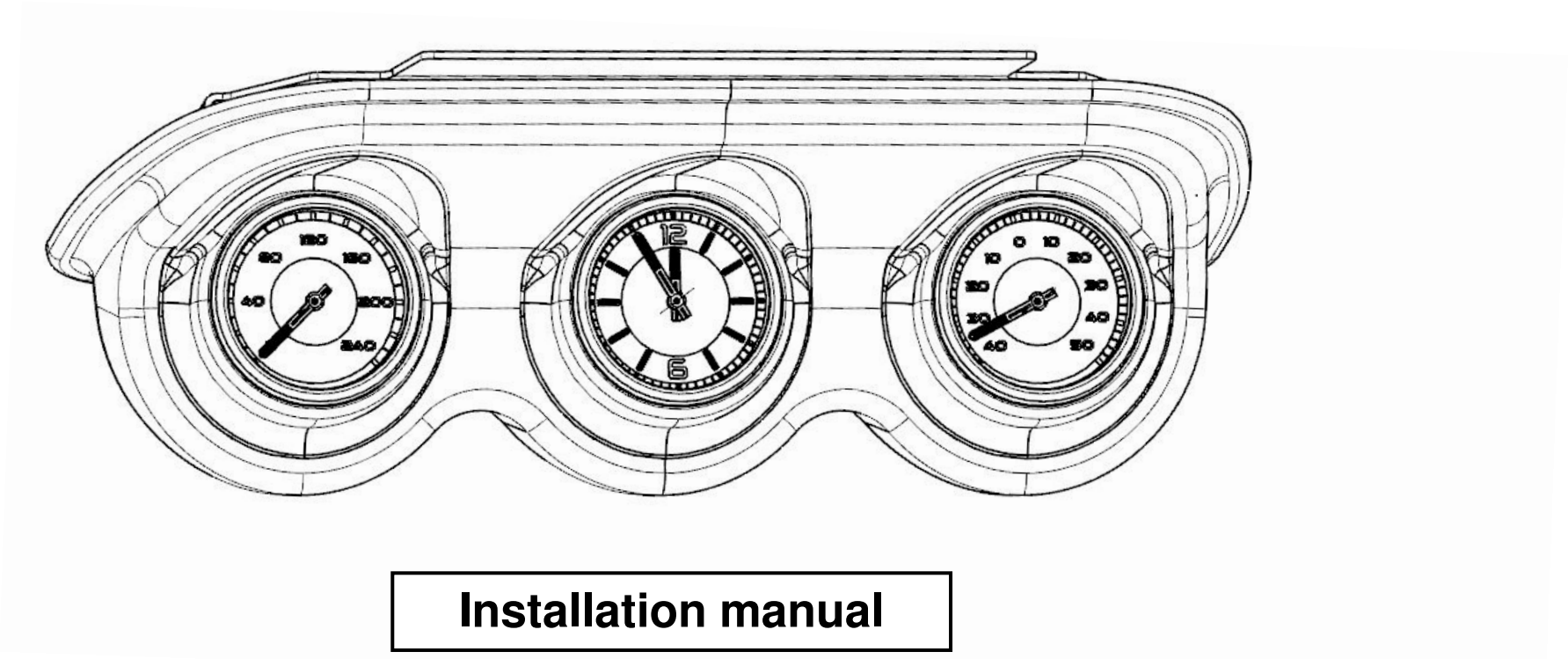
BRABUS additional dash panel, W463 – up from 2019,
order number 464-824-00

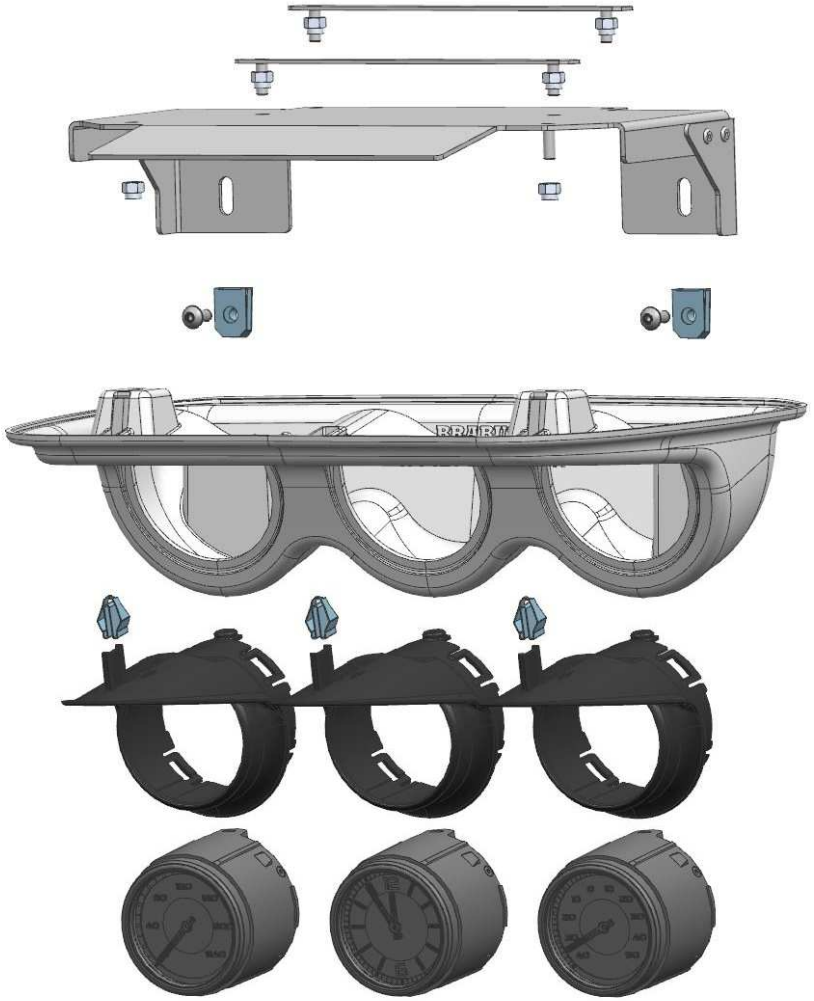


Installation manual

The product described in the instructions was developed, produced and checked considering the necessary safety requirements.
In order to ensure a proper and safe function and to rule out danger for persons and objects, this product must be installed appropriately.
Only trained, qualified staff, having the necessary technical experience and tools, should perform the installation.
Therefore you have to read and completely understand these instructions.
Before you start please check the content of the supplied parts as detailed below.

shipment BRABUS:

1x frame additional dash panel	*464-824-001-01*
2x bracket additional dash panel	*464-824-901-01*
1x retaining plate additional dash panel	*464-824-902-01*
1x clock	*447-850-3701-01*
1x speedometer 240 km/h	*447-850-3702-01*
1x temperature gauge °C	*447-850-3703-01*
3x tubular gauge housing	*B222810100*
1x wiring harness	*464-355-01-K*
1x control unit	*464-355-00*
3x clip VZ FL Pass	*33075210*
2x screw M5x12	*WU006001512*
2x sheet metal nut Typ 6 M5	*WU050053525*
6x self-locking screw nut M5	*WU03719845*



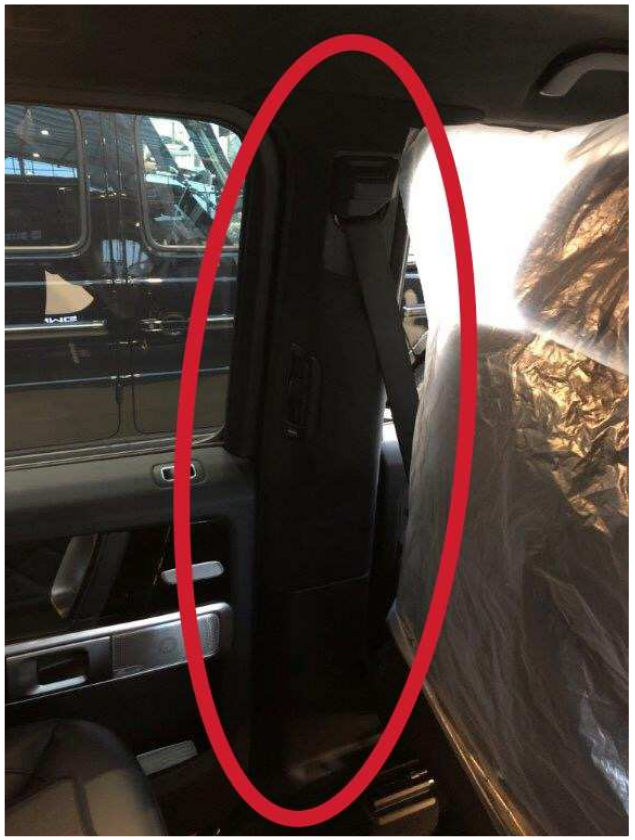
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preparative step:

- The covers of the driver- and rear-passenger seat entrance and of the B-pillar have to be dismounted corresponding to the Mercedes-Benz Workshop Information System (WIS).

- The carpet of the driver legroom and the cover of the bottom side of the dashboard have to be removed as well.



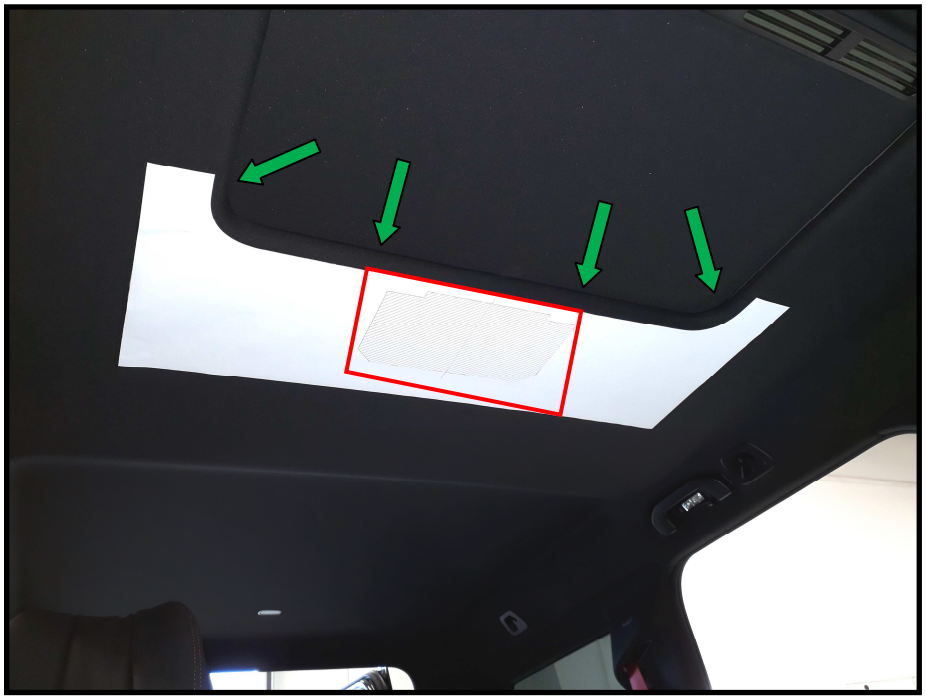






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- Fix the cutting template along the outline of the sliding roof (green marker) with adhesive tape.
- The sliding roof and its cover have to be in closed position.
- Pay attention to the correct direction of the cutting template.
- The shaded part (red marker) has to be removed from the roof panel. You should cut it with a sharp knife.

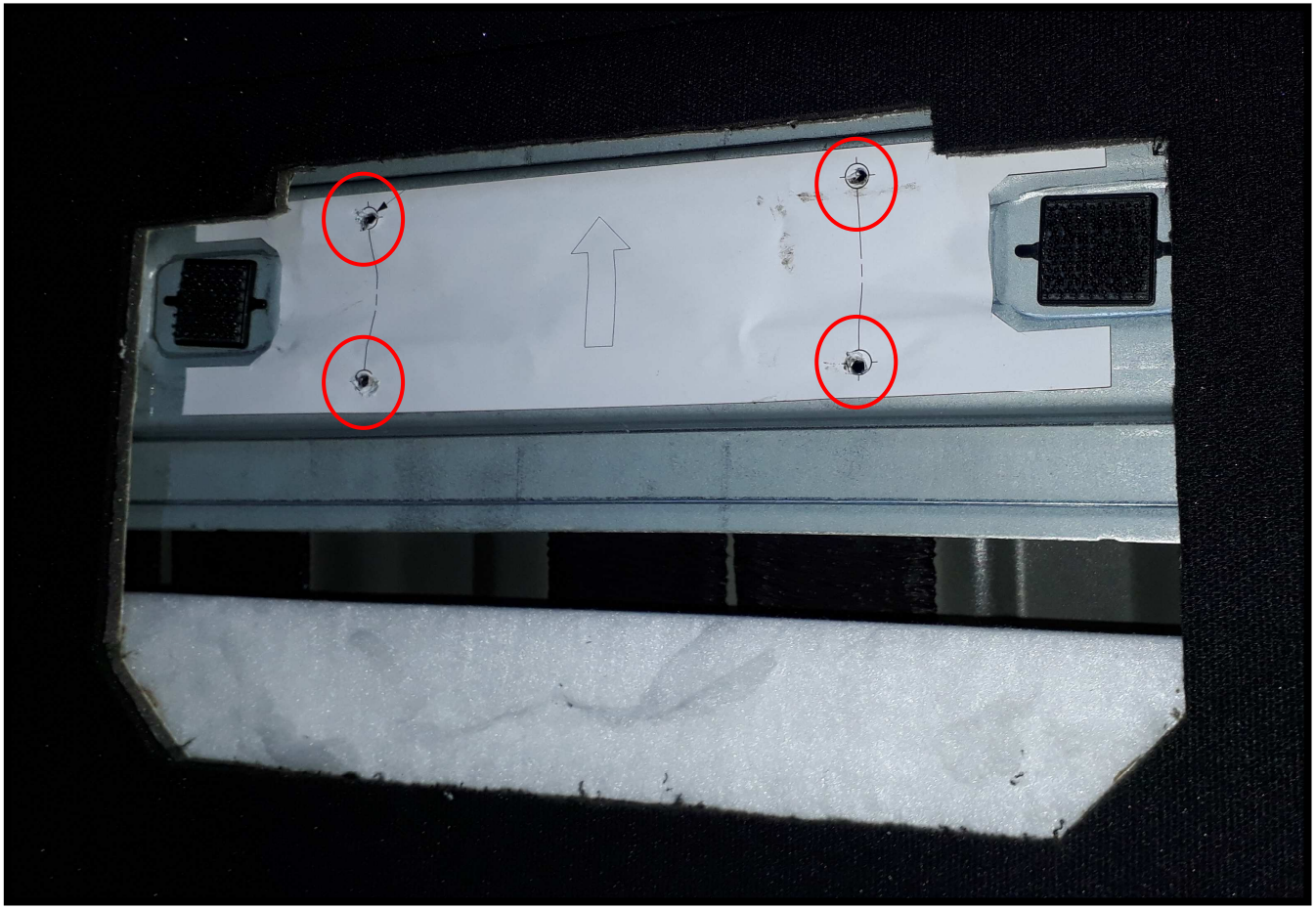




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- The cutting template should be removed from the roof panel and the drilling template fixed with adhesive tape on the crossbar.
- Please pay attention to the marker for the direction of travel. The arrow has to point to the front of the car.

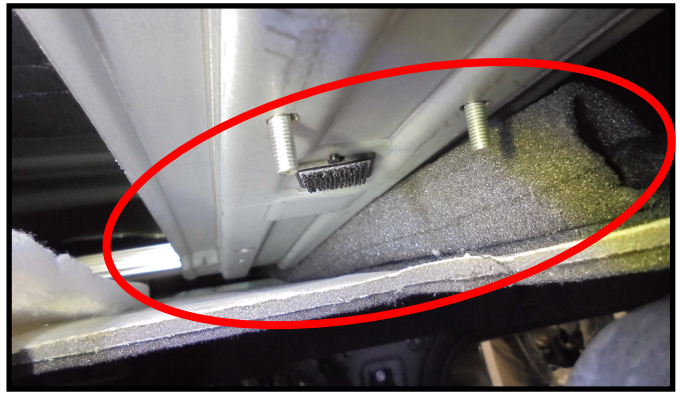
The drilling of the four through-holes has to be done very carefully. Pay attention to the maximum length of the drill bit, so that it could not damage the bodywork when you pushing it through the crossbar.

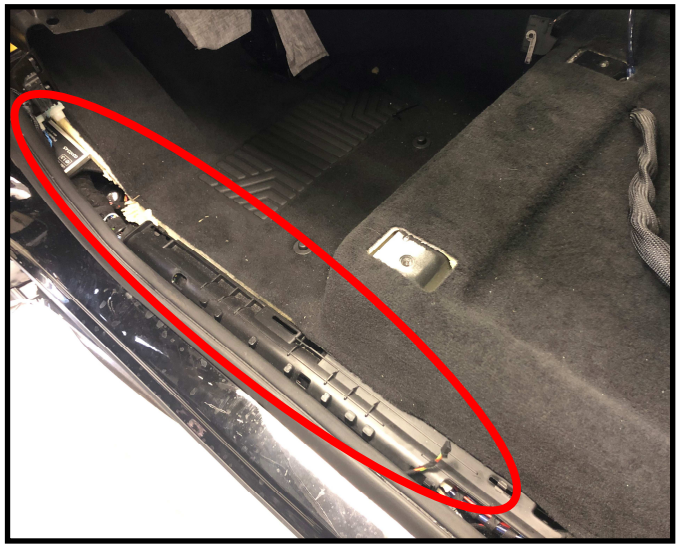


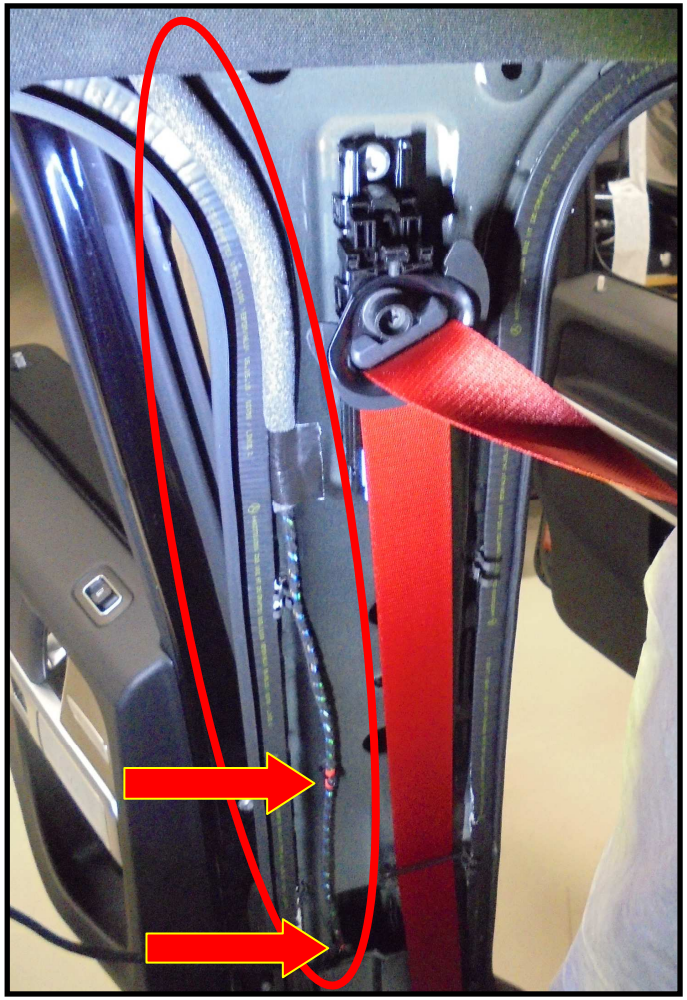
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- Remove the drilling template and put the brackets (*464-824-901-01*) on the top of the crossbar, so that the screw-bolts point to the bottom of the vehicle.

- Guide the wiring harness (*464-355-01-K*) from the cut area along the crossbar to the B-pillar, down to the driver entrance and into the legroom. Fix it to the original cable loom and the bodywork by using cable ties.

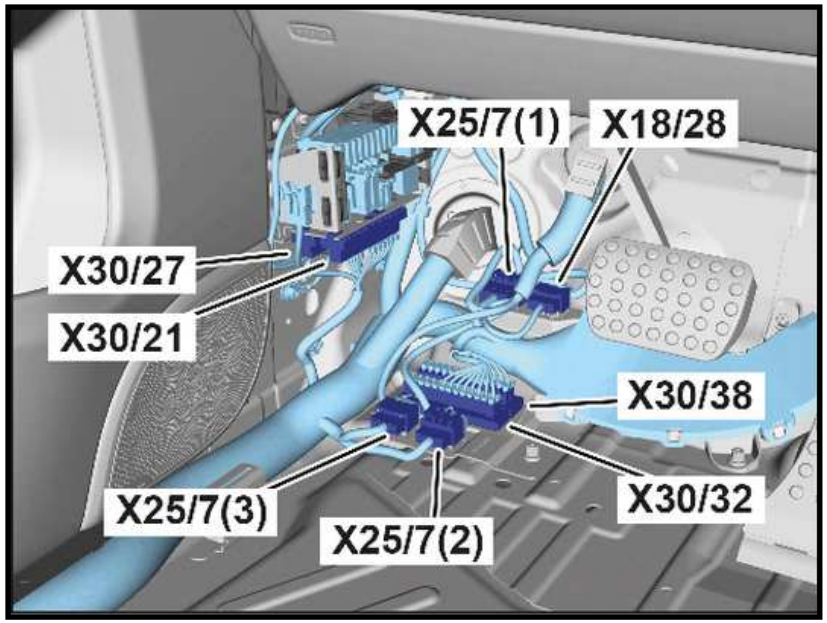


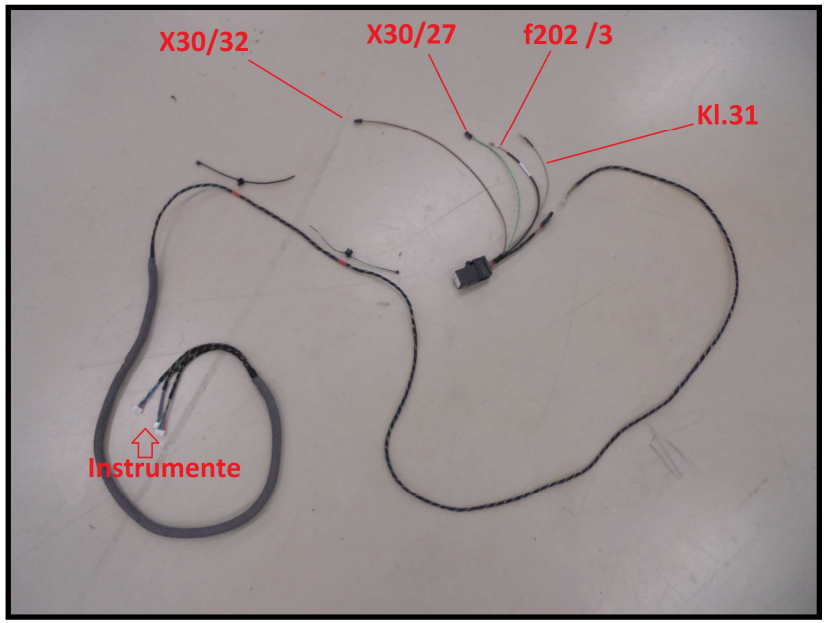




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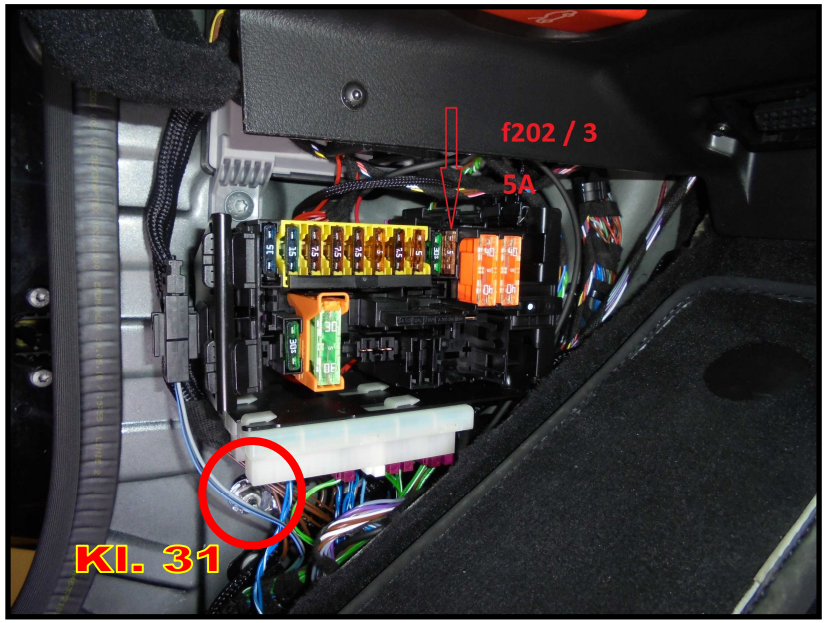
- The wiring harness will be integrated in the existing vehicle electronic by using the connection plan and the picture below.
- The connection to the CAN-port X30/32 will be possible if you lift up the carpet or dismounting it partially.

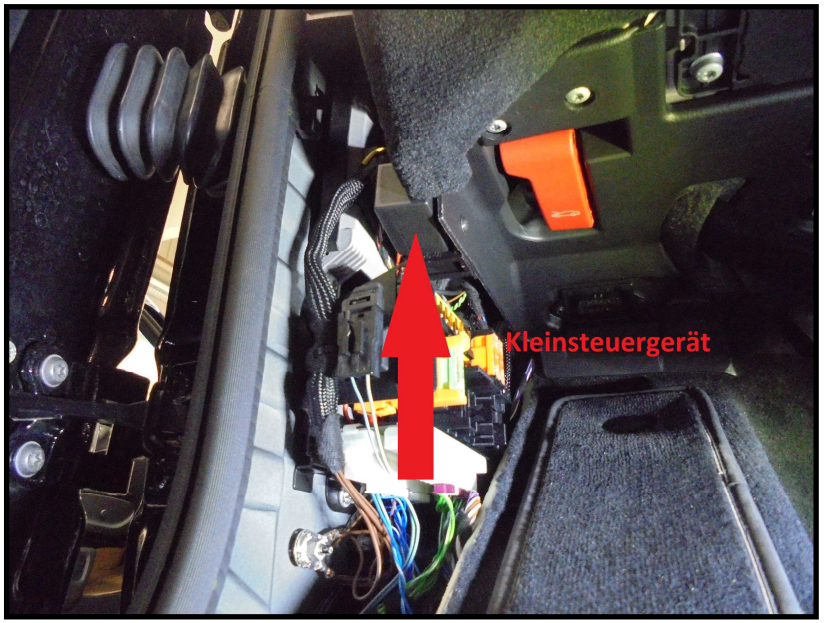




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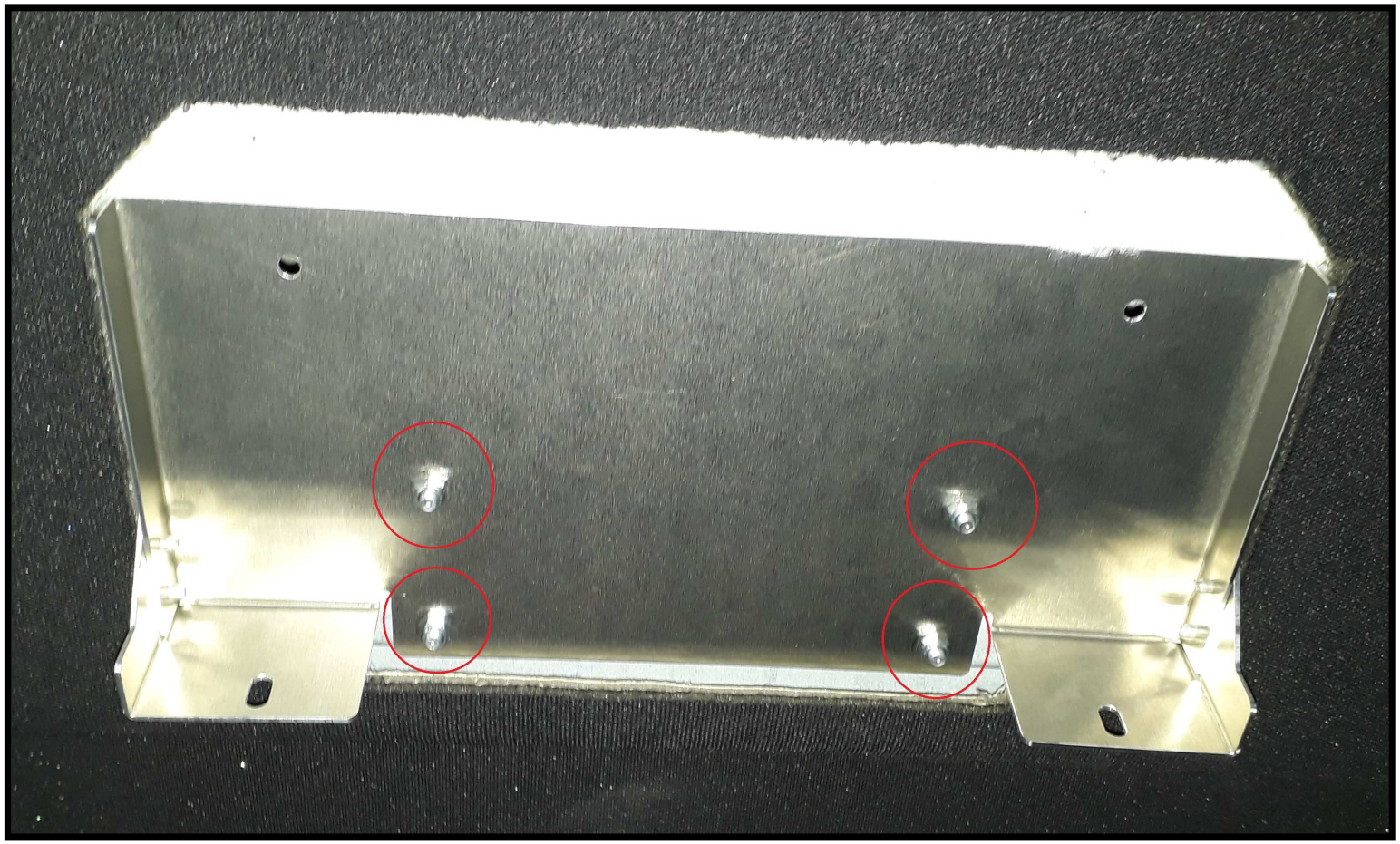
- The wiring harness should be placed in the free slot f202/3 and covered by a 5A fuse.
- Ground connection is served on Kl.31 by using the near bolt.
- The control unit (Kleinsteuergerät) should be fixed near the dashboard cover, as seen in the picture below.





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- The retaining plate (*464-824-902-01*) has to be mounted to the crossbar by using the brackets (*464-824-901-01*) and the self-locking screw nuts (*WU3719845*).

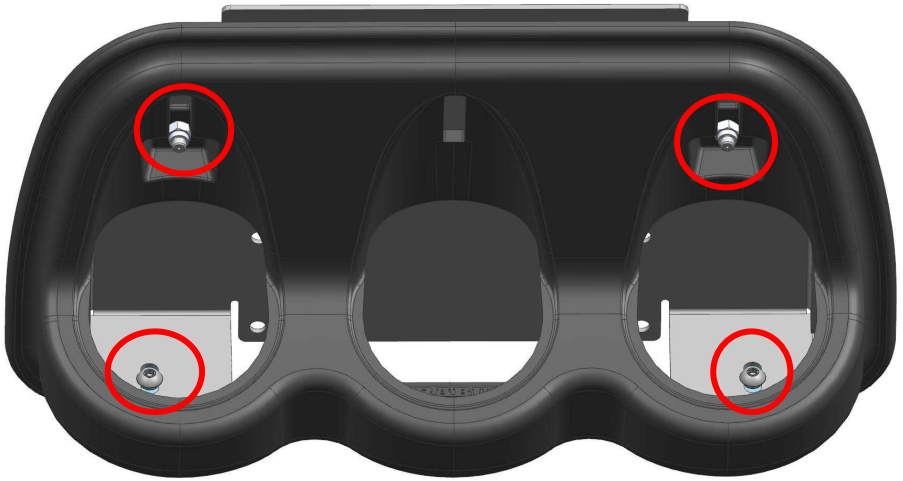


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- The two sheet metal nuts (*WU050053525*) have to be placed in the frame (*464-824-001-01*) as shown in the picture. After that the assembly has to be mounted on the retaining plate (*464-824-902-01)* by using the two screws and two screw nuts.

- Take care about the wiring harness (*464-355-01-K)* while mounting the frame, so that there are no crushed or damaged wires. Guide the wires through the explicit passage for the different gauges.

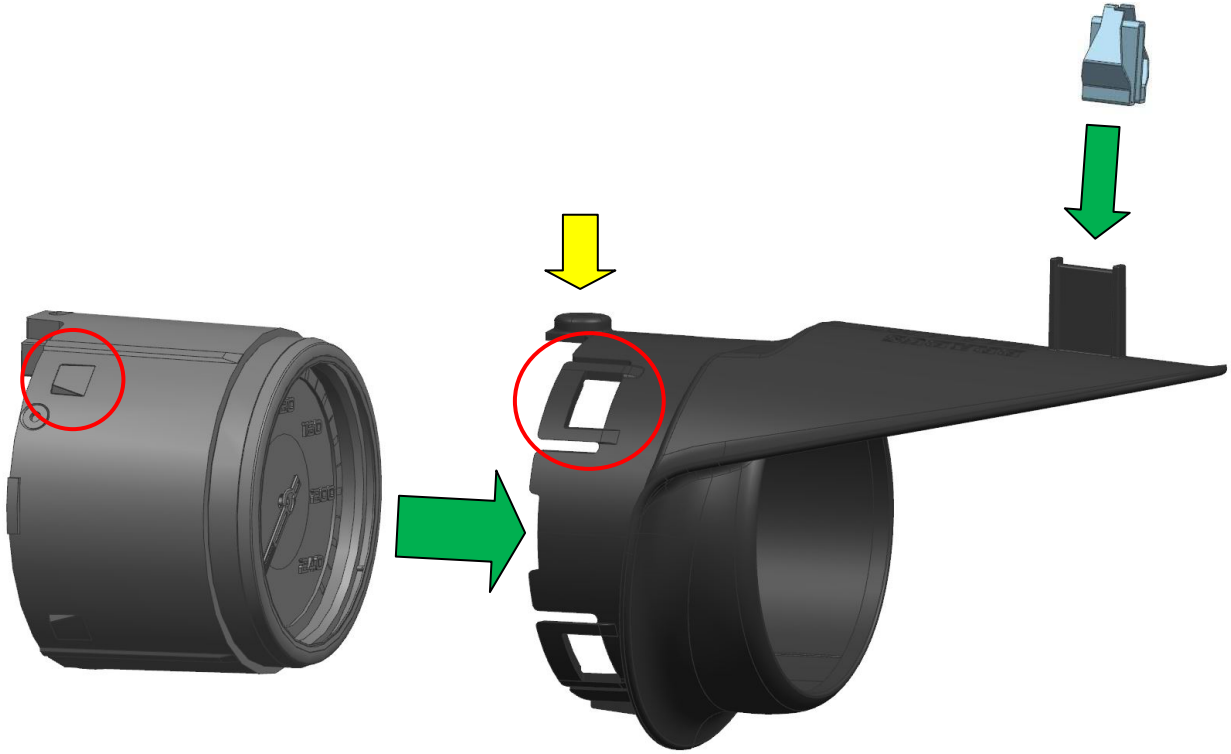




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- The clock, the speedometer and the temperature gauge have to be mounted in the tubes (*B222810100*) by pushing them carefully into the visor until the three clips click into place. A Sheet metal screw turned in the dome of the visor (yellow marker) locks the gauge in case of twisting.

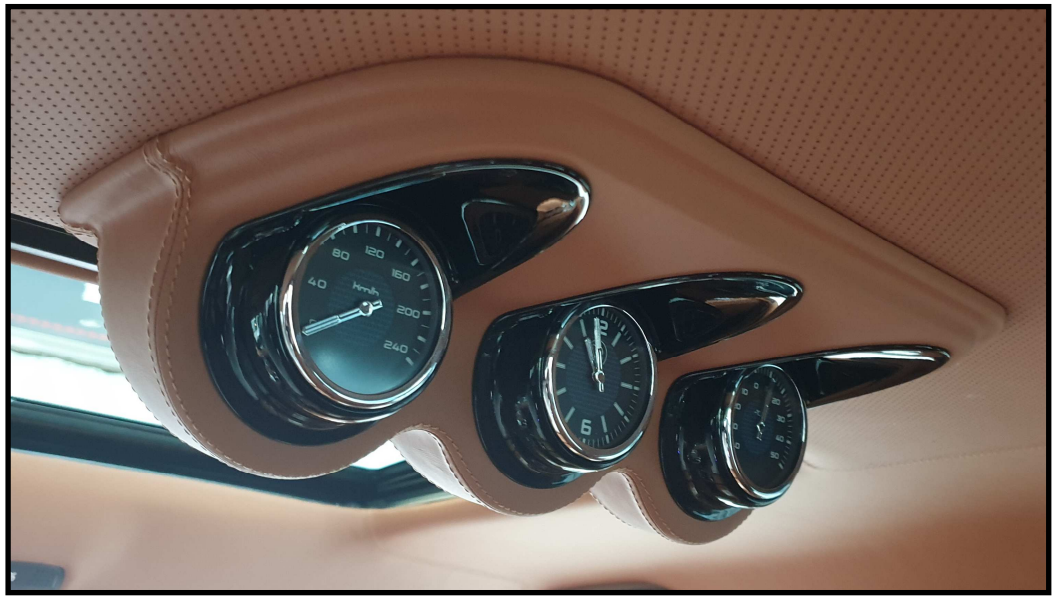
- Place one of the clips *(33075210)* on the top of the visor and connect the additional dash to the wiring harness. Repeat it with the second and third gauge and put them underneath a function test.



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- Put the connected gauges in the passage of the straightened and fixed frame and push the visor up to the top until the clips click into place.
- The disassembled parts of the interior should be re-installed by using advice of the Mercedes-Benz Workshop Information System (WIS).







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