

There are more drain holes in the engine bay. In the corners where the firewall & fenders come together there is a flat area (under brake booster & under radiator expansion tank on LHD cars). There should be an opening that lets water run down into the front wheel wells. Also, where the front frame rails come down and meet some other parts (I forget what), there are two more drain holes. These are under the battery and air filter housing. They can be cleaned with a small screwdriver or similar device.

Rodd

There are far more drains than the ones listed here so far. The front bumper cross member has them as well as the rear one. The side frame members have small holes drilled at each end as well as the fire wall cross member. Right at the bottom of the rear wheel house you will find two different ones - the first drains the main rear frame member and I'm pretty sure there another one in there too. In fact , there's a drain of some type in virtually every single frame or boxed in area all over the entire car. Just because you don't see them doesn't mean they're not there. They are or they've been covered over or removed.

There's also a vent on the rear axel near the diff and it should be cleaned out too. It can be removed and washed in solvent and then air blown through it to remove any remaining dirt. Without this vent open pressure will build up in the axel and oil will be forced out through any cracks or seals. There's also a vent on the trans but plugged vents don't seem to be much of a problem there.

How many of you oil the hood hinges? They get dry and tend to bind which is just what you need to tear the aluminum right out on the prop rod side. How about the oiler on the distributor or the small wick under the rotor. I found one completely siezed on a 220S I'm working on and actually had a pretty hard time getting it apart. I'm sure that it hadn't moved in years.

Dan c

Daniel G Caron

The side sills or frame members have a small hole drilled at each end. This holes about 5mm and are roughly 25 to 30mm from the outer end of the sill. This piece comes down on an angle and is then flat on the bottom before going straight up the inside. The bottom is not very wide and this is where you will find these holes.

The firewall cross member along with the front bumper cross member really don't have drilled holes at all. This is more like a groove in the stamping process and leaves a space where water can run out. These small grooves or ridges are in a lot of different places and most of them are plugged solid with dirt. You can use a wire or screw driver to clean them but watch that you don't remove any paint and expose bare metal. You can dip a pipe cleaner in some paint and swab the hole which might help a bit.

I highly recomend that the car be oil sprayed if you live in a humid environment. This may require drilling some holes but don't let them drill into the doors - they're aluminum. Most areas have access holes ready for you to spray into. I only use gravel gaurd on outer areas and not undercoating. Gravel gaurd is a lot stronger and will harden without flaking off once it dries out. Nothing worse than reaching under a car and getting covered in tar. Not good.

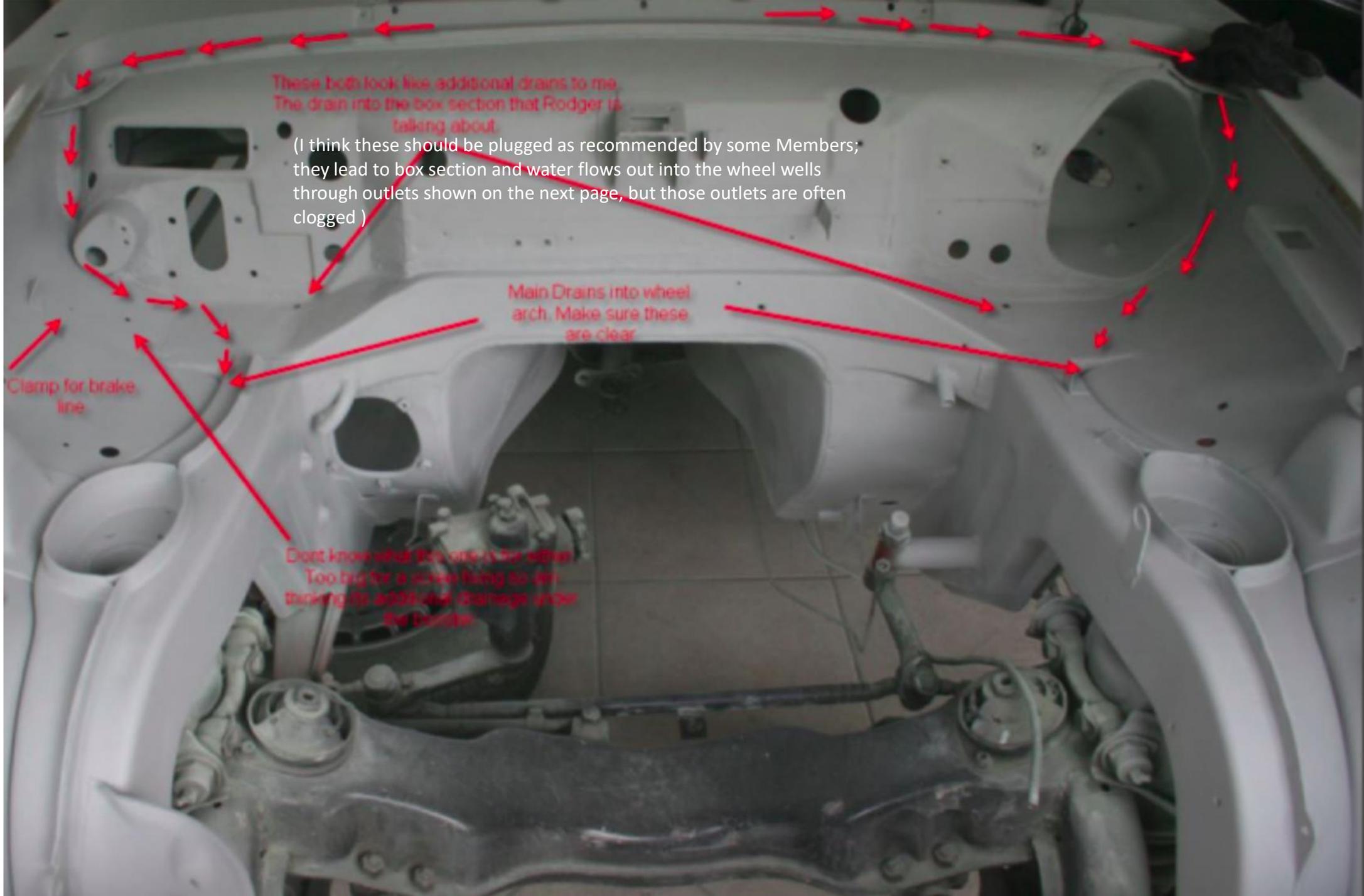
Oil or MB wax is preferred as it can be washed out or removed if needed. Ever try and weld around undercoating? Better have lots of water handy.



I tried to include some detailed references, but the links did not work. My understanding is:

- two drains from the air box
- S-frames front support
- front cross member
- rear cross member
- flat areas under expansion tank and brake booster (disputes held, refer to other posts and "Search")
- soft top compartment both sides
- headlight wells
- practically all or most hollow elements
- outside rear view mirrors

This is what I collected from the forum or found myself, there is probably more.



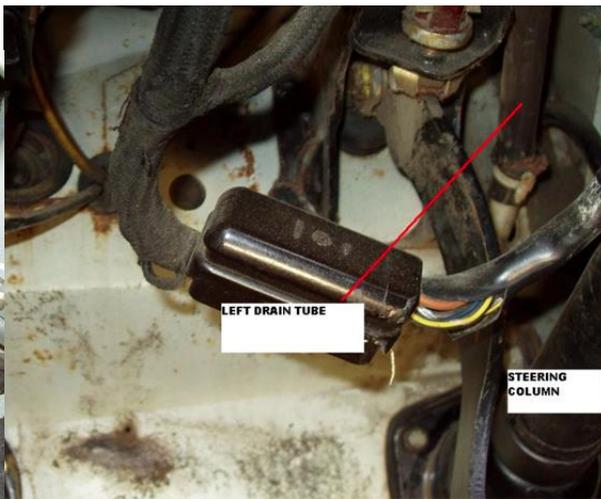
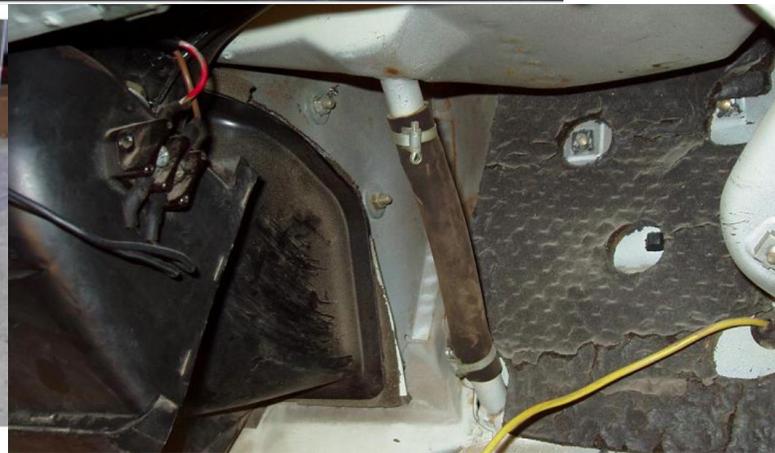
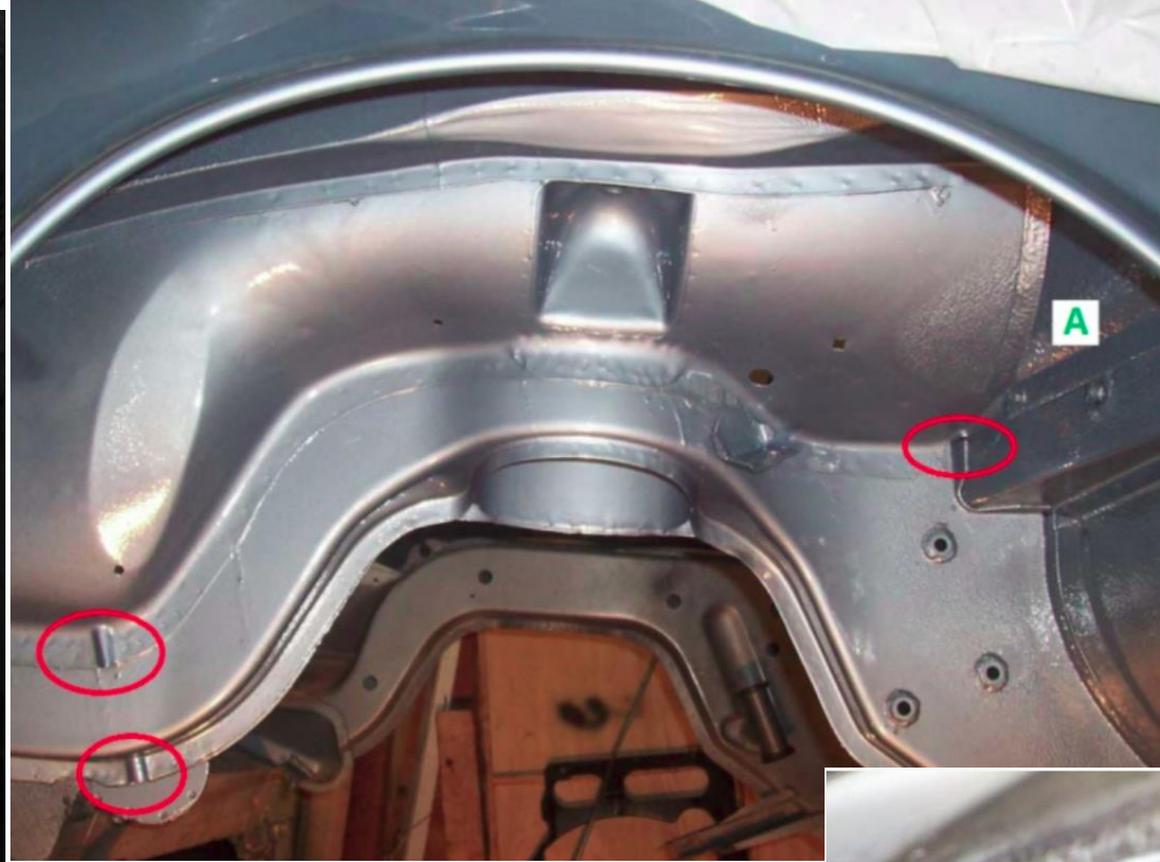
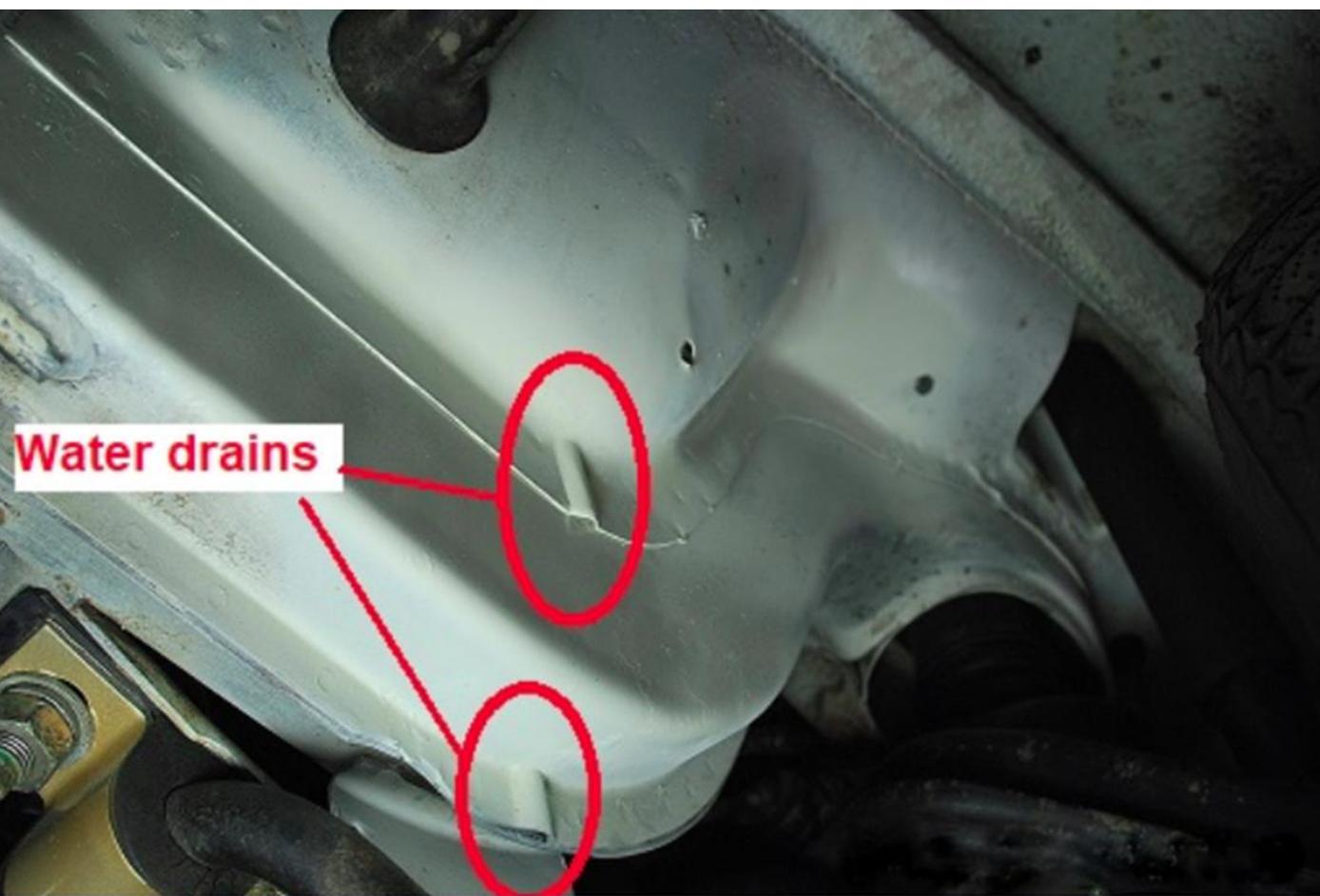
These both look like additional drains to me.  
The drain into the box section that Rodger is  
talking about.

(I think these should be plugged as recommended by some Members;  
they lead to box section and water flows out into the wheel wells  
through outlets shown on the next page, but those outlets are often  
clogged )

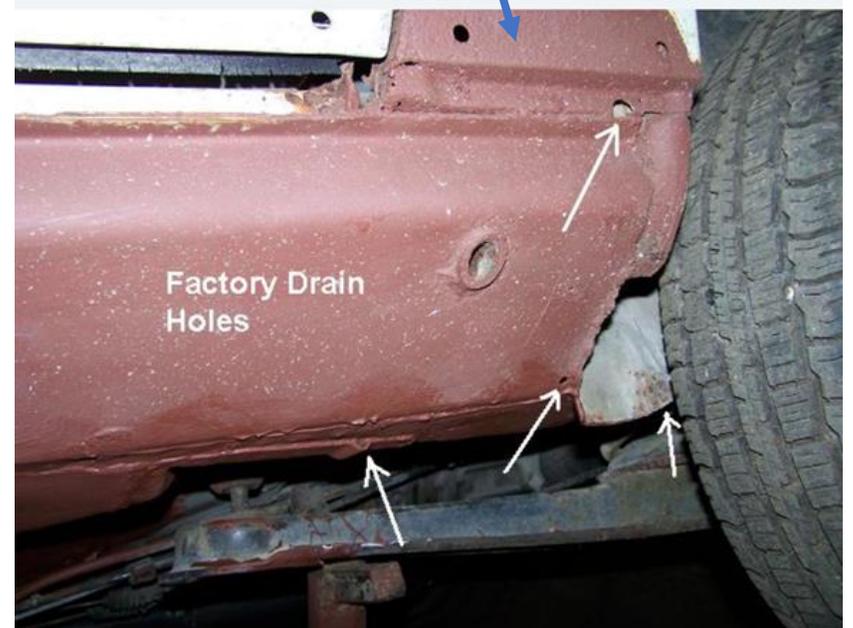
Main Drains into wheel  
arch. Make sure these  
are clear

Clamp for brake  
line

Dont know what this one is for either  
Too big for a screw being to be  
thinking its additional drainage under  
the bumper

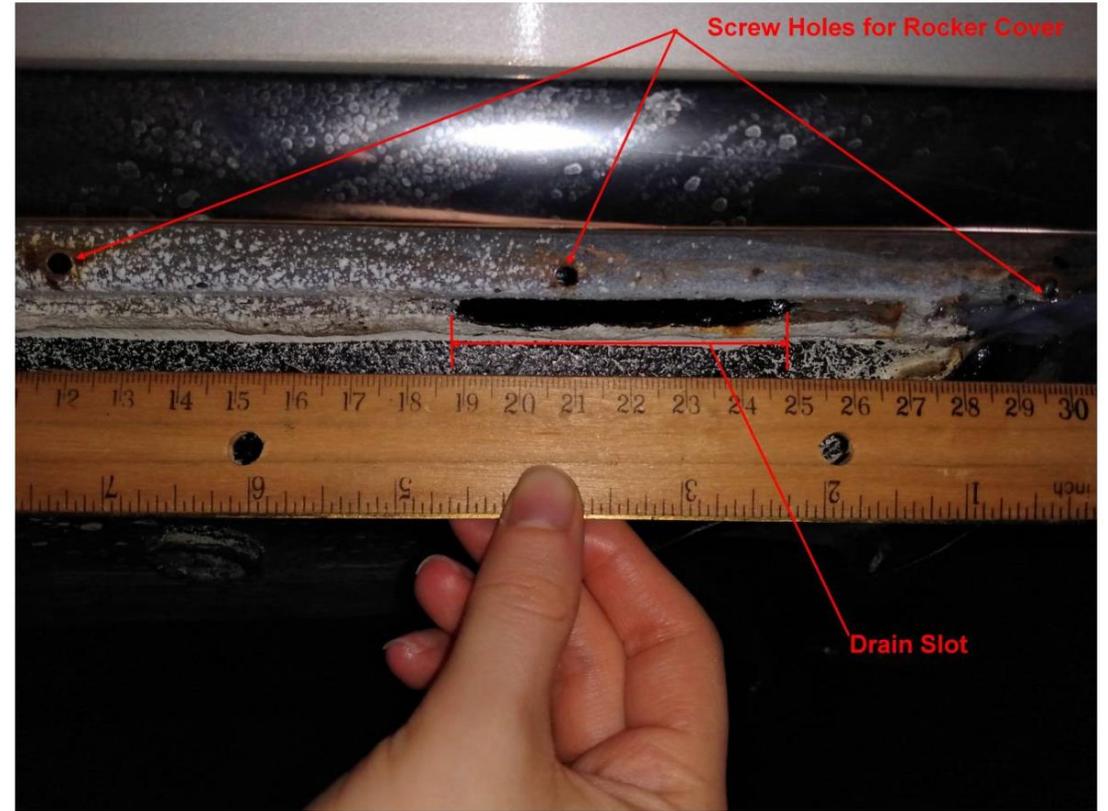


Carefully unplugging the drain tube



Box section drain

Factory Drain Holes



Ahead of the door, right below the rocker cover