

W124 Parts - All Models

Size	Chassis	Model	Years	Caliper	Rotor	Brake pads	Splash shield	Hub	Knuckle	Steering Arm	Control Arm	Up to VIN	From VIN
<b>Front</b>													
	<i>Diesels</i>												
284 x 22	124.133	300D	1987	001-420-18/19-83	124-421-16-12	000-420-99-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-30/31-07		
284 x 22	124.193	300TD	1987	001-420-18/19-83	124-421-16-12	000-420-99-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-30/31-07		
284 x 22	124.128	300D	90-92	001-420-18/19-83	124-421-16-12	000-420-99-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-30/31-07		
284 x 22	124.131	E300	1995	001-420-18/19-83	124-421-16-12	000-420-99-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-30/31-07		
	<i>Gassers</i>												
284 x 22	124.026	300E 2.6	87-92	001-420-18/19-83	124-421-16-12	000-420-99-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-30/31-07		
284 x 22	124.028	300E 2.8	1993	001-420-18/19-83	124-421-16-12	000-420-99-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-30/31-07		
284 x 22	124.030	300E	86-92	001-420-18/19-83	124-421-16-12	000-420-99-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-30/31-07		
284 x 22	124.050	300CE	88-89	001-420-18/19-83	124-421-16-12	000-420-99-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-30/31-07		
284 x 22	124.090	300TE	88-92	001-420-18/19-83	124-421-16-12	000-420-99-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-30/31-07		
284 x 22	201.034	190E-16V	86-87	001-420-18/19-83	124-421-16-12	001-420-07-20	124-420-13/14-44	124-330-22-25	124-330-04/05-20	201-332-10/11-20	201-330-40/41-07		
295 x 22	124.032	E320	93-95	000-420-72/73-83	124-421-15-12	002-420-15-20	124-420-25/26-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-34/35-07	B864307	
295 x 22	124.034	E420	1992	000-420-72/73-83	124-421-15-12	002-420-15-20	124-420-27/28-44	129-330-04-25	129-330-02/03-20	129-332-03/04-20	124-330-34/35-07	To MY 1992	
295 x 22	124.051	300CE	90-92	000-420-72/73-83	124-421-15-12	002-420-15-20	124-420-25/26-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-34/35-07		
295 x 22	124.052	E320 Cpe	93-95	000-420-72/73-83	124-421-15-12	002-420-15-20	124-420-25/26-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-34/35-07	B862121	
295 x 22	124.066	E320 Cnv	93-95	000-420-72/73-83	124-421-15-12	002-420-15-20	124-420-25/26-44	129-330-04-25	129-330-02/03-20	124-332-12/13-20	124-330-34/35-07	B862121	
295 x 22	124.092	E320 Wag	93-95	000-420-72/73-83	124-421-15-12	002-420-15-20	124-420-25/26-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-34/35-07	F242721	
294 x 25	124.032	E320	1993-95	001-420-04/05-83	124-421-24-12	002-420-37-20	124-420-25/26-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-34/35-07		B864308
294 x 25	124.034	E420	1993-95	001-420-04/05-83	124-421-24-12	002-420-37-20	124-420-27/28-44	129-330-04-25	129-330-02/03-20	129-332-03/04-20	124-330-34/35-07		From MY 1993
294 x 25	124.052	E320 Cpe	93-95	001-420-04/05-83	124-421-24-12	002-420-37-20	124-420-25/26-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-34/35-07		B862122
294 x 25	124.066	E320 Cnv	93-95	001-420-04/05-83	124-421-24-12	002-420-37-20	124-420-25/26-44	129-330-04-25	129-330-02/03-20	124-332-12/13-20	124-330-34/35-07		B862122
294 x 25	124.092	E320 Wag	93-95	001-420-04/05-83	124-421-24-12	002-420-37-20	124-420-25/26-44	124-330-22-25	124-330-04/05-20	124-332-12/13-20	124-330-34/35-07		F242722
300 x 28	124.036	E500	1992-94	000-420-79/80-83	124-421-26-12	002-420-15-20	129-420-21/22-44	129-330-04-25	129-330-02/03-20	129-332-03/04-20	124-330-30/31-07	B930494	Alum, Brembo
300 x 28	124.036	E500	1992-94	129-420-00/01-83	124-421-26-12	002-420-15-20	129-420-21/22-44	129-330-04-25	129-330-02/03-20	129-332-03/04-20	124-330-30/31-07	B930494	Iron, ATE
320 x 30	124.036	E500	1992-94	001-420-00/01-83	129-421-17/18-12	002-420-15-20	129-420-18/19-44	129-330-04-25	129-330-02/03-20	129-332-03/04-20	124-330-34/35-07		B930495
<b>Rear</b>													
	<i>Diesels</i>												
258 x 9	124.133	300D	1987	124-420-02/03-83	201-423-12-12	000-420-98-20	202-420-14/15-44	124-350-07-46	202-350-94/95-08				
258 x 9	124.128	300D	90-92	124-420-02/03-83	201-423-12-12	000-420-98-20	202-420-14/15-44	124-350-07-46	202-350-94/95-08				
258 x 9	124.131	E300	1995	124-420-02/03-83	201-423-12-12	000-420-98-20	202-420-14/15-44	124-350-07-46	202-350-94/95-08				
	<i>Gassers</i>												
258 x 9	124.026	300E 2.6	87-92	124-420-02/03-83	201-423-12-12	000-420-98-20	202-420-14/15-44	124-350-07-46	202-350-94/95-08				
258 x 9	124.028	300E 2.8	1993	124-420-02/03-83	201-423-12-12	000-420-98-20	202-420-14/15-44	124-350-07-46	202-350-94/95-08				
258 x 9	124.030	300E	86-92	124-420-02/03-83	201-423-12-12	000-420-98-20	202-420-14/15-44	124-350-07-46	202-350-94/95-08				
258 x 9	124.050	300CE	88-89	124-420-02/03-83	201-423-12-12	000-420-98-20	202-420-14/15-44	124-350-07-46	202-350-94/95-08				
258 x 9	201.034	190E-16V	86-87	124-420-02/03-83	201-423-12-12	000-420-98-20	202-420-14/15-44	124-350-07-46	202-350-94/95-08				
	<i>M104 (24v) models</i>												
278 x 9	124.032	E320	1993-95	129-420-02/03-83	210-423-04-12	001-420-95-20	210-420-14/15-44	124-350-07-46	202-350-94/95-08				
278 x 9	124.051	Coupe		129-420-02/03-83	210-423-04-12	001-420-95-20	210-420-06/07-44	124-350-07-46	202-350-94/95-08				
278 x 9	124.052	Coupe		129-420-02/03-83	210-423-04-12	001-420-95-20	210-420-06/07-44	124-350-07-46	202-350-94/95-08				
278 x 9	124.066	Cabrio	1993-95	129-420-02/03-83	210-423-04-12	001-420-95-20	210-420-06/07-44	124-350-07-46	202-350-94/95-08				
	<i>Wagons</i>												
278 x 9	124.193	300TD	1987	129-420-02/03-83	210-423-04-12	001-420-95-20	210-420-06/07-44	124-350-08-46	124-350-10/11-32				
278 x 9	124.090	300TE	88-92	129-420-02/03-83	210-423-04-12	001-420-95-20	210-420-06/07-44	124-350-08-46	124-350-10/11-32				
278 x 20	124.092	E320	93-95	000-420-74/75-83	124-423-10-12	001-420-95-20	210-420-14/15-44	124-350-08-46	124-350-10/11-32			F323055	
290 x 10	124.092	E320	1995	001-420-47/48-83	124-423-11-12	002-420-46-20	210-420-14/15-44	124-350-08-46	124-350-10/11-32				F323056
	<i>M119 (V8) models</i>												
278 x 24	124.034	E420	1992-95	000-420-82/83-83	124-423-08-12	001-420-95-20	210-420-14/15-44	124-350-07-46	202-350-94/95-08				
278 x 24	124.036	E500	1992-94	000-420-82/83-83	129-423-02-12	001-420-95-20	210-420-14/15-44	129-350-00-46	202-350-94/95-08				
300 x 22	124.036	E500	1992-94	001-420-37/38-83	129-423-03-12	002-420-05-20	210-420-06/07-44	129-350-00-46	202-350-94/95-08	<b>European</b>	<b>models only!</b>		B927761



Size Overview

Size, inches	Size, millimeters	
	<b>Front</b>	
10.2	284 x 22	Almost every 124 from 1986-1992, plus diesels & wagons from 86-95
11.6	295 x 22	All 124's from roughly 92-93, except diesel, and 2.8L M104
11.6	294 x 25	93-95 400E, E420; 1993.5-up with 3.2L M104 engine
11.8	300 x 28	Early 500E, all SL320 and SL500 (except SL500 with code 472/ESP)
12.6	320 x 30	All 1993-98 SL600, also 1994-98 SL500 with code 472/ESP - Directional rotors
13.1	334 x 32	1999-02 SL500 (129.068), SL600 (129.076) - Non-directional rotors, Brembo calipers
13.4	340 x 32	SLK55 AMG - 2-piece lightweight rotor, 6-piston caliper ( <i>Note: Early SLK55 only, to 2007</i> )
13.6	345 x 30	C32 AMG (203.065), C55 AMG (203.076), CLK55 AMG (209.376), SLK55 AMG (171.473) <i>Note: Late SLK55 models only, approx 2008-up, 1-piece iron rotors.</i>
13.6	345 x 32	S600 (W220)
14.2	360 x 32	CLK63 (209.377) - 2-piece lightweight rotor, 6-piston caliper
14.2	360 x 32	SLK55 AMG (171.473) 2pc rotor, 6-pot caliper- Only with optional AMG Performance Pkg
14.2	360 x 36	E55 AMG Kompressor (211.076) - 1-piece iron rotor, 8-piston caliper
14.2	360 x 36	CLK63 Black Series (209.377) - 2-piece lightweight rotor, 6-piston caliper
	390 x 36	CLS63 / SL55, only with optional AMG Performance Package
		<i>Note: 334mm brakes will fit the W124 only if the late lower control arm (LCA) is used. This is a great upgrade for most W124's with M104 or M119 engines, which have the late LCA's. R129 "Silver Arrow" models (code P30) have factory cross-drilled rotors.</i>
	<b>Rear</b>	
10.1	258 x 9	All M103 sedans (86-92), all diesels (87-95), and M104 2.8L (1993)
11.0	278 x 9	All wagons 87-92, coupe/convertible (124.05x, .06x) and 93-95 M104 sedan (.032), all SL500 to 1998 without code 472/ESP.
11.0	278 x 20	1993-95 E320 wagon (124.092) up to 03/95 (vented)
11.4	290 x 10	1995 E320 wagon (124.092) as of 04/95 (solid)
11.0	278 x 24	All V8 models: 1992-1995 400E, E420 (124.034) and 500E, E500 (124.036), Euro 124.036 up to VIN #B927760.
11.8	300 x 22	Euro 124.036 from VIN #B927761; all SL600, 94-98 SL500 with code 472/ESP, all 1999-2002 SL500 (129.068). Also C43, CLK/E55, SLK320 AMG, and others
13.0	330 x 26	S55 AMG Kompressor, 165mm e-brake? - (4-pot calipers)
13.0	330 x 26	E55 AMG Kompressor (211.076), CLK63 AMG, 180mm e-brake? (4-pot calipers)
		<i>Also note that there are two different piston sizes for the 300mm rear calipers!</i>
		2008 SLK55 AMG with 345x32 1-pc rotors, VIN = WDBWK73F08F179161 Calipers = 002-420-19-83 & 002-420-20-83, rotors = 203-421-09-12
		2006 SLK55 AMG with 340x32 2-pc rotors, VIN = WDBWK73FX7F135781 Calipers = <b>003-420-47-83 (error in EPC, need verification)</b> , rotors = 171-421-01-12
		Couldn't find VIN on SLK55 with AMG Performance Package. Part numbers not matching up for 4-pot vs 6-pot 34Xmm calipers.

### Caliper Pistons

Note: Data in <b>red</b> indicates conflicting information between Mercedes EPC (parts) and WIS (service) info								
<b>FRONT</b>	<b>BRAKES</b>							
				<b>Note 1</b>			<i>StopTech</i>	<i>MovIt</i>
	295 x 22	294 x 25	300 x 28	<b>320 x 30</b>	334 x 32	345 x 30	355 x 32	
Bottom piston:	38	38	38	38	40	40	?	36
Top piston:	42	42	42	42	44	44	?	44
Note 1: Used on all SL600 to 1998, also SL500/SL320 with ESP to 1998								
<b>REAR</b>	<b>BRAKES</b>							
				<b>Note 1</b>	<b>Note 2</b>	MovIt		
	258 x 9	278 x 9	278 x 24	<b>300 x 22</b>	<b>300 x 22</b>	300x28		
Piston diam:	35	38	38	<b>42</b>	<b>46</b>	28/30		
Note 1: Used on 129.067/068 (SL500) w/ESP (Bendix "42"), 129.076 (SL600) Teves Also used on 202.033 (C43), 208.374 (CLK55), 210.074 (E55)								
Note 2: Used on Euro model 124.036 (E500), and early 129.076 (SL600)?? - Bendix "46"								
<p>The EPC shows both the 42 and 46mm calipers and rebuild kits for the late E500 and all SL600, the WIS says they only came with 46mm, I don't know which is correct - can't tell what they came with from the factory. I suspect they originally came with 46, and 42mm calipers were later offered as a replacement?</p> <p>Also, the WIS documentation shows the late E500 front 320mm brakes as having 40/44mm pistons, but the data in the EPC conflicts, listing a 38/42mm rebuild kit. I can't tell which is correct until I get a 320mm caliper in-hand to measure.</p> <p>When swapping larger brakes onto any W124 with the stock M/C, it may be desirable to use rear 300mm calipers with 42mm pistons, which may be a better match to the smaller M/C?? Otherwise the late Euro E500 (SL600 &amp; W140) M/C might be desirable, it does fit the old boosters.</p>								
<i>One kit required per caliper - note that these may only be dust seals!</i>								
<b>Rebuild Kits:</b>		<i>List prices, January 2010</i>						
000-420-81-83	Brembo	38 / 42	\$30 each					
000-421-71-86	ATE	38 / 42	\$59 each					
000-421-94-86	Brembo	40 / 44	\$34 each					
000-421-72-86	ATE	38	\$40 each		(82/83-83)			
000-421-78-86	Bendix	42	\$21 each		(37/38-83)			
001-420-08-83	Bendix	46	?		(06/07-83)			
Note: E55 AMG rear pistons are approx 26mm diameter each (4-piston caliper)								

Weight

<b>Notes:</b>										
All weights are in pounds										
Calipers are weighed with no pads, hoses, wear sensors, mounting bolts, or wiring										
A single stock rubber brake hose weighs about 0.15lbs										
<i>Italics</i> indicate that the number is approximate or estimated weight, not exact										
<b>Bold</b> indicates exact measured weight of brand-new parts, <b>or</b> data from manufacturer's spec sheets										
<i>AMG</i>										
<b>FRONT</b>	<b>BRAKES</b>		<i>Aluminum</i>	<i>Iron</i>	<i>Iron</i>	<i>RENNtech</i>	<i>OE- R129</i>	<i>W210 E55</i>		
			<i>Brembo</i>	<i>Ate</i>	<i>Ate</i>	<i>Alcon</i>	<i>Brembo</i>	<i>Iron Ate</i>		
	284 x 22	294 x 25	300 x 28	300 x 28	320 x 30	330 x 30	334 x 32	334 x 32		
Caliper	<b>9.6</b>	<b>10.9</b>	<b>6.2</b>	<b>10.2</b>	<b>10.7</b>	10.0	<b>9.9</b>	18.9		
Rotor	<b>13.2</b>	<b>16.1</b>	<b>16.8</b>	<b>16.8</b>	<b>21.3</b>	18.0	<b>24.6</b>	<b>21.9</b>		
Pads (2)	<b>1.7</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	2.0	<b>2.0</b>	3.2		
Total	<b>24.5</b>	<b>28.8</b>	<b>24.8</b>	<b>28.8</b>	<b>33.8</b>	30.0	<b>36.5</b>	44.0		
<b>FRONT</b>	<b>BRAKES</b>		<i>AMG C32</i>			<i>AMG</i>	<i>AMG</i>	<i>AMG</i>	<i>AMG</i>	<i>AMG</i>
			<i>(W203)</i>	<i>Rocketeer</i>		<i>CLK 63</i>	<i>E55-W211</i>	<i>S55-K</i>	<i>E63</i>	<i>CLS 63</i>
		<i>SLK 55</i>	<i>Brembo</i>	<i>Wilwood</i>	<i>StopTech</i>	<i>Brembo</i>	<i>Brembo</i>	<i>Brembo</i>	<i>Brembo</i>	<i>Brembo</i>
		340 x 32	345x30	355 x 32	355 x 32	360 x 32	360 x 36	<b>360 x 36?</b>	360 x 36	390 x 36
Caliper		<b>10.7</b>	<b>10.4</b>	6.0	<b>9.6</b>	<b>10.6</b>	<b>13.4</b>	<b>13.8</b>		
Rotor		<b>22.4</b>	<b>25.8</b>	15.0	<b>18.1</b>	<b>23.4</b>	<b>34.2</b>	<b>36.4</b>	<b>29.3</b>	<b>30.4</b>
Pads (2)		<b>3.3</b>	<b>2.0</b>	Included	<b>2.2</b>	<b>3.3</b>	<b>3.6</b>	<b>3.6</b>		
Total		<b>36.3</b>	<b>38.2</b>	21.0	<b>29.9</b>	<b>37.2</b>	<b>51.2</b>	<b>53.8</b>		
<b>REAR</b>	<b>BRAKES</b>					<i>AMG</i>	<i>AMG</i>	<i>AMG</i>		
						<i>E55-W211</i>	<i>S55-K</i>	<i>CLK 63</i>	<--R171 SLK55 also, 2004-2007	
	258 x 9	278 x 9	278 x 24	300 x 22	330 x 26	330 x 26	330 x 26	330 x 26		
Caliper	<b>3.9</b>	<b>4.3</b>	<b>4.6</b>	<b>7.0</b>	<b>5.3</b>	<b>5.4</b>	5.2			
Rotor	<b>7.1</b>	<b>8.7</b>	<b>12.8</b>	<b>15.9</b>	<b>21.4</b>	<b>21.1</b>	<b>20</b>			
Pads (2)	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>1.0</b>	<b>1.6</b>	<b>1.6</b>	<b>1.8</b>			
Total	<b>11.7</b>	<b>13.7</b>	<b>18.1</b>	<b>23.9</b>	<b>28.3</b>	<b>28.1</b>	27.0			
<b>MovIt</b>	<b>Brembo</b>	<b>kits</b>								
Front	P/N 31.006: 322x32mm, 4s3 caliper, 36/44mm pistons, 75.5 sq cm pad area - \$2581 EUR (Dec-2005)									
Front	P/N 31.106: 342x34mm, 4m6 caliper, 36/44mm pistons, 75.5 sq cm pad area - \$3013 EUR (Dec-2005)									
Rear	P/N 31.008: 299x28mm, 4m1 caliper, 28/30mm pistons, 56.5 sq cm pad area - \$2323 EUR (Dec-2005)									
<b>Note: The various AMG brake specs are listed for reference only! The W211/R230 AMG front brakes will NOT fit correctly without custom brackets &amp; rotors. The E55 rear brakes require S55 rear rotors. The C32 front brakes will not fit correctly at all on a 124/129/201, the fluid inlet interferes with the knuckle/hub assembly. The C32 brakes will bolt on to the W202/203 without mods, though. Significant modifications are necessary to fit CLK63 / SLK55 brakes on a 124/129/201. W220 (S600) 345x32 front calipers can be used with C32 345x30 rotors, with spacers and hydraulic line adapters, but I would not recommend this configuration since the rotors are 2mm too thin when new.</b>										

MC & Booster Specs

<b>Data was compiled from the 1985, 1988, and 1993 Technical Data Manuals, and factory service manuals:</b>						
<b>Some data conflicts between the different manuals, particularly for the R107 and W126 specifications</b>						
<b>Information on the 107, 126, and 140 is for reference only; those setups were not used on any 124's</b>						
Specifications are not available in either the TDM or WIS for M/C bore+stroke for the late 129 M/C's used with 334mm brakes. Those M/C's are not rebuildable, so Mercedes apparently didn't see the need to publish specs for them. (??)						
		<b>Note 1</b>	<b>Note 2</b>	<b>Note 3</b>	<b>Note 4</b>	
Model	All 107 from fall 1975, through June 1983;  All 126 through June 1983	All USA W124's with 5-cyl or 6-cyl engine,  most W123's (??)	W124 Long Wheelbase (Limo), also:  W201.029 W201.034 W201.128	All USA W124's with V8 engine (400E/500E), All 126/107 from July 1983, All 129 except 129.076, W140.03x and W140.13x, 201.036 (Evo II - Euro only)	Euro 124.036 from VIN #B927761, 129.076 (600SL)	W140.04x W140.05x W140.07x (V8 and V12 models)
Booster (Ate / Teves)	ATE T52/225T	ATE T52/3, 255	ATE 52/4A, 225-210	ATE T52/4A, 225-210	ATE T52/4A, 225-210	ATE T52/4A, 255-225
Booster (Lucas / Girling)	??	Lucas LSC 80	Lucas LSC 115	Lucas LSC 115 T	??	Lucas 003-430-55-30
Booster Diameter	229mm (9 inch)	254mm (10 inch)	203/229mm (8in / 9in)	203/229mm (8in / 9in)	203/229mm (8in / 9in)	229/254mm (9in / 10in)
Booster Type	Double	Single	Double	Double	Double	Double
Boost factor	4.50	3.85	4.50	5.60	5.60	6.85
Force curve @ 50N	2-12	10-16	10-18	14-25	14-25	13-25
Force curve @ 100N	28-40	26-35	25-38	35-45	35-45	35-47
Force curve @ 150N	54-68	43-54	42-58	53-63	53-63	57-69
Force curve @ 200N	80-97	59-70	59-78	71-81	71-81	78-92
Force curve @ 250N	105-125	75-85	75-97	87-98	87-98	95-105
Force curve @ 300N	132-140	86-95	Data not available	Data not available	Data not available	Data not available
<b>Master Cylinder specs: **</b>						
Piston diameter (pushrod circuit)	15/16"	15/16"	15/16"	1"	1-1/16"	1-1/16"
Piston diameter (floating circuit)	3/4"	3/4"	3/4"	3/4"	1" & 13/16"	1" & 13/16"
Piston stroke (pushrod circuit)	17mm	17mm	17mm	17mm	19mm	19mm
Piston stroke (floating circuit)	15mm	15mm	15mm	15mm	13mm	13mm
<b>** The pushrod circuit is for the front brakes, the floating circuit is for the rear brakes.</b>						
<b>Note 1:</b> This MC (and booster) was used on standard wheelbase W124's except for V8 models (124.034 / .036)						
<b>Note 2:</b> This MC (and booster) was used on long wheelbase 124's and most "high performance" 201's.						
<b>Note 3:</b> This MC was used on all 124.034, 124.036 USA, & 124.036 Euro models to VIN # B927760 It was also used on all 129.063 (SL320) and 129.067 (SL500), except models with optional ESP. All these 124/129/201's came with 294-320mm front brakes, and 278mm rear brakes.						
<b>Note 4:</b> This MC was used ONLY with 124/129 models that had 320mm front brakes & 300mm rear brakes. It has an electrical solenoid which modifies the front/rear brake bias based on signals from the vehicle's ABS computer. See service manual job 42-0700, section G, "Revised brake force distribution" for a detailed explanation. This MC was also used on W140s' with a V8 or V12 engine (W140.04x, .05x, .07x).						

MC Part #'s

	Master Cylinder Part #	Brake booster Part #	Note
<i>W124 models</i>			
All W124, non-V8	004-430-39-01	004-430-31-30	Optional with # below, non-ASR, to 06/1994
	005-430-24-01	004-430-31-30	Optional with # above, non-ASR, to 06/1994
	005-430-24-01	004-430-31-30	ASR, up to 06/1994
	005-430-62-01	004-430-31-30	ASR, from 06/1994
124.029 (Limo)	004-430-39-01	004-430-00-30	8"/9" dual-diaphragm booster
124.034 (E420)	004-430-75-01	004-430-65-30	USA and Euro, to 06/1994 (to C164263)
	005-430-63-01	004-430-65-30	USA and Euro, from 06/1994 (from C164264)
124.036 (E500)	004-430-75-01	004-430-65-30	All USA models
	004-430-75-01	004-430-65-30	Euro models to VIN # B927760
	005-430-40-01	004-430-22-30	Euro models from VIN # B927761
<i>Note: Euro E500 from B927761 had larger F&amp;R brakes, and a different ABS computer setup than USA.</i>			
<i>R129 models</i>			
129.063 (SL320)	004-430-75-01	004-430-65-30	To VIN # F102744
	005-430-65-01	004-430-65-30	From VIN # F102745, through 1997
	005-430-78-01	004-430-77-30	1998-up
129.067 (SL500) to 1998 only	004-430-75-01	004-430-65-30	To VIN # F102744
	005-430-65-01	004-430-65-30	From VIN # F102745, through 1997
	005-430-78-01	004-430-77-30	1998-up
	005-430-71-01	004-430-65-30	With code '472', through 1997 (SL600 brakes?)
	005-430-79-01	004-430-77-30	With code '472', 1998 only (SL600 brakes?)
129.068 (SL500) 1999-2002	005-430-89-01	005-430-09-30	All models (334 x 32 Brembo brakes)
129.076 (SL600) 1993-1998	005-430-40-01	004-430-65-30	To VIN # F102744
	005-430-71-01	004-430-65-30	From VIN # F102745, through 1997
	005-430-79-01	004-430-77-30	1998 only
	005-430-89-01	005-430-09-30	1999-2002 (334 x 32 Brembo brakes)
<i>W201 models</i>			
All except below:	005-430-59-01	004-430-07-30	8" single booster. MC = 7/8 F, 11/16 R
.029, .034, .128	005-430-26-01	004-430-00-30	8"/9" dual-diaphragm booster
201.036 (Evo II)	004-430-75-01	004-430-65-30	400E/500E booster & MC
<i>Price reference - Dealer prices as of January 2011</i>			
<b>List Price</b>	<b>Master Cylinder</b>	<b>Brake Booster</b>	<b>List Price</b>
\$338	004-430-39-01	004-430-00-30	\$498
\$175	005-430-24-01	004-430-07-30	\$330
\$290	005-430-62-01	004-430-31-30	\$310
\$260	004-430-75-01	004-430-65-30	\$920
\$296	005-430-63-01	004-430-22-30	€ 693
\$950	005-430-40-01	004-430-77-30	\$805
\$296	005-430-65-01	005-430-09-30	\$1,100
\$380	005-430-78-01		
\$950	005-430-71-01		
\$975	005-430-79-01		
\$404	005-430-89-01		

Pad compounds

Application	Part number	Rotor Size	Mfr	Mfr Code	Friction	Notes
300E, 300D	000-420-99-20	284mm				Most all 124 with 284mm front brakes
500E, SL500, etc	002-420-15-20	300mm	Jurid	524	GG	Most all 124 & 129 with 294-320mm front brakes
	N/A	320mm	Centric?	ABEX6044	EE	Pads on 320mm Kelsey-Hayes rebuilds (Centric/PowerStop?)
Silver Arrow	003-420-08-20	334mm	Jurid	621	GF	All 1999-2002 R129, including Silver Arrow
	005-420-04-20	334mm	Jurid	621	GF	
	003-420-89-20		Pagid	PA548	GG	2003-2006 R230 ??
	004-420-90-20					
	005-420-95-20		Brembo	N555H	FF ??	07.8175.51, 07.8175.54
	N/A	334mm	Akebono		GG	
300E, 300D	000-420-98-20	258mm	Textar	T460	EE	Most all 124 with 258mm rear brakes
500E, SL500, etc	Aftermarket	278mm	Textar	T401	FE	Most all 124 & 129 with 278mm rear brakes
500E, SL500, etc	000-420-95-20	278mm				Most all 124 & 129 with 278mm rear brakes
C43 AMG	003-420-48-20	300mm	Jurid	166	FF	C43, Euro E500 with 300mm rear brakes
SL600	003-420-30-20	300mm				All R129 (USA) with 300mm rear brakes
	004-420-93-20	300mm	Jurid	166	FF	<-- Alternate (or new) part number? Check EPC
			Porterfield	R4	Avg 0.50	Optimum temp above 450°F (GG, GH?)
			Porterfield	R4-E	Avg 0.46	Optimum temp above 600°F (FG, GG?)
			Porterfield	R4-S	Avg 0.42	(FF ?)
<p>An edge code is a means of identification that may be used to describe the initial frictional characteristic of any brake lining. Typically, a two-character code (e.g. EE, FF, GG, HH, etc) is used on specific friction formulation. These characters represent the coefficient of friction when a 1" square piece of friction material is subjected to varying conditions of load, temperature, pressure and rubbing speed on a test apparatus known as the Chase machine.</p>						
<p>The coefficient of friction measured by the Chase test describes the relationship between the two forces acting on the friction material. A clamping force is exerted on the friction material, resulting in a frictional or resistance force. A low coefficient of friction means that very little of the clamping force is transferred into resistance force. On the other hand, a high coefficient of friction means that given the same level of clamping force, a higher resistance force is generated by the brake pad. For example, a pad that carries an HH code has a normal coefficient of friction of 0.55 or higher, and a hot coefficient of friction of 0.55 or higher.</p>						
<p>The first letter of the code represents the normal friction coefficient. This is defined as the average of four test data points measured at 200, 250, 300 and 400 degrees Fahrenheit. The second letter of the code represents the hot friction coefficient based on a fade and recovery test. We all should know what brake fade is. If you've ever had to use the front brake extensively and found that its effectiveness quickly diminished, that's fade. Recovery is basically the period where the brakes are gradually cooling off.</p>						
<p>The hot friction coefficient is defined as the average of 10 data points located at 400 and 300F. On the first recovery cycle of the pad; 450, 500, 550, 600 and 650F. On the second fade cycle; and 500, 400, and 300F on the second recovery cycle.</p>						
<p>The range of friction coefficients assigned to each code letter are as follows:</p>						
	Less than 0.15	C				
	0.15-0.25	D				
	0.25-0.35	E				
	0.35-0.45	F				
	0.45-0.55	G				
	Greater than 0.55	H				

Fluids

		Wet boil point	Dry boil point	Price	Bottle size (oz)	Cost per ounce	Comments
<a href="#">Link</a>	Wilwood Hi-Temp 570	149°C (300°F)	299°C (570°F)	\$6.95	12	\$0.58	Old formula was DOT-3 (low wet boil point), new formula is DOT 4 ??
<a href="#">Link</a>	AP Racing 551	150°C (302°F)	275°C (527°F)	\$12.95	17	\$0.76	Does not meet DOT-4 specifications, only DOT-3 (low wet boil point)
	<b>DOT4 Mininum Spec:</b>	<b>155°C (311°F)</b>	<b>230°C (446°F)</b>				
<a href="#">Link</a>	Valvoline Synthetic	155°C (311°F)	249°C (480°F)	\$6.99	32	\$0.22	<b>&lt;-- Best value for street use</b>
<a href="#">Link</a>	Prestone Synthetic DOT 4	155°C (311°F)	260°C (500°F)	\$2.99	12	\$0.25	
NLA	Valvoline SynPower	173°C (343°F)	260°C (500°F)	\$6.99	32	\$0.22	No longer available as of early 2008 (discontinued product line)
<a href="#">Link</a>	Castrol GT LMA	155°C (311°F)	265°C (509°F)	\$12.95	32	\$0.40	
<a href="#">Link</a>	Ate SuperBlue / Type 200	198°C (388°F)	280°C (536°F)	\$13.95	34	\$0.41	<b>&lt;-- Best value for general high-performance use</b>
<a href="#">Link</a>	Brembo LCF 600+	204°C (399°F)	316°C (601°F)	\$19.95	17	\$1.17	Offers up to a 10% reduction in compressibility at 350F
<a href="#">Link</a>	Brembo HTC 64T	N/A	335°C (635°F)	\$32.00	17	\$1.88	
<a href="#">Link</a>	AP Racing 600	204°C (399°F)	312°C (594°F)	\$19.95	17	\$1.17	
<a href="#">Link</a>	AP Racing PRF 660	204°C (399°F)	325°C (617°F)	\$24.95	17	\$1.47	
<a href="#">Link</a>	Motul RBF 660	204°C (399°F)	325°C (617°F)	\$25.99	17	\$1.53	
<a href="#">Link</a>	Wilwood EXP600 Plus	214°C (417°F)	330°C (626°F)	\$18.95	17	\$1.11	
<a href="#">Link</a>	Motul RBF 600	216°C (421°F)	312°C (595°F)	\$14.95	17	\$0.88	
<a href="#">Link</a>	Castrol SRF	270°C (518°F)	310°C (590°F)	\$59.95	34	\$1.76	NOT to be mixed with any other type of fluid!
	Pricing as of Feb-2012						
	<a href="http://www.bestbrakes.com/brake_fluid.shtml">http://www.bestbrakes.com/brake_fluid.shtml</a>						
	<a href="http://forum.motomummy.com/index.php?/topic/1554-brake-fluid-boiling-points/">http://forum.motomummy.com/index.php?/topic/1554-brake-fluid-boiling-points/</a>						

Pricing

Prices for OE parts are dealer list / MSRP as of <b>January 2012</b> .					
Call Rusty for current pricing on either OE or aftermarket parts, 800-741-5252.					
<a href="http://www.buymbparts.biz">http://www.buymbparts.biz</a>					
<b>FRONT ROTORS</b>					
Zim	Price	Part number	Size	Rear friction surface to back side of flange	Notes
<i>Drilled</i>					
Y	\$65	124-421-16-12	284 x 22	38mm	standard size
Y	\$83	124-421-24-12	294 x 25	44mm	E420 & E320
Y	\$82	124-421-26-12	300 x 28	38mm	Early 500E/SL500, all SL320 (?)
Y	\$107	129-421-20-12	300 x 28	38mm	Alternate rotor for above?
n/a	\$107	129-421-17/18-12	320 x 30	43mm	Late 500E/SL500, all SL600
n/a	\$149	129-421-21-12	334 x 32	44mm	Late SL500/SL600 (non-drilled)
Y	\$149	129-421-23-12	334 x 32	44mm	Silver Arrow models (drilled)
	\$284	210-421-18/19-12	334 x 32	41mm ?	W210 E55, "pinned" 2-piece
n/a	\$695	171-421-01-12	340 x 32	43mm ?	SLK55 (2004-07, drill+slot, 2-piece)
n/a	\$145	203-421-09-12	345 x 30	42mm	C32, SLK55 2008+ (drilled, 1-piece)
Y	\$144	230-421-07-12	360 x 36	58mm	E55 AMG (drilled, 1-piece)
n/a	\$875	209-421-01-12	360 x 32	?	CLK63 AMG (drill+slot, 2-piece)
n/a	\$1,050	219-421-02-12	360 x 36	?	(verify data; 211.277, 219.377)
n/a	\$1,050	230-421-12-12	390 x 36	?	CLS63 / SL55, w/ AMG Perf. Pkg.
<i>Front splash shields</i>					
	\$94	124-420-25/26-44	294 x 25	n/a	For W124 hub & knuckle (6 cyl)
	\$90	124-420-27/28-44	294 x 25	n/a	For R129 hub & knuckle (V8)
	\$87	129-420-21/22-44	300 x 28	n/a	For R129 hub & knuckle (V8)
	\$87	129-420-18/19-44	320 x 30	n/a	For R129 hub & knuckle (V8)
<b>Notes for front brakes:</b>					
25/26-44 shield should work with W124 hub/knuckle and 300mm rotor					
294, 295, and all 320mm+ rotors WILL NOT clear early Lower Control Arms - interferes at ball joint area					
294, 295, and all 320mm+ rotors require late model LCA's for proper clearance at ball joint					
Early 500E 300mm calipers are aluminum Brembos, the SL320/SL500 300mm calipers are iron ATE					
Late SL500/600 (334mm) brakes are aluminum Brembo - 17" wheels & late LCA's required					
<b>REAR ROTORS</b>					
Zim	Price	Part number	Size		Notes
<i>Drilled</i>					
Y	\$64	210-423-04-12	278 x 9		86-92 wagons, cars w/M104
Y	\$81	129-423-00-12	278 x 9		R129 SL320, early SL500
n/a	\$64	124-423-11-12	290 x 10		Late 1995 wagons
n/a	\$85	124-423-10-12	278 x 20		1993 through early 95 wagons
Y	\$85	124-423-08-12	278 x 24		E420
n/a	\$94	129-423-02-12	278 x 24		E500 (2mm thicker, R129 hub)
	\$94	129-423-04-12	290 x 10 ?		1996-98 R129 - not sure of size
n/a	\$94	129-423-03-12	300 x 22		E500 Euro, SL500/SL600
n/a	\$127	129-423-05-12	300 x 22		Silver Arrow models (drilled)
n/a	\$214	171-423-02-12	330 x 26		CLK63 AMG (drilled & slotted)
n/a	\$117	220-423-09-12	330 x 26	46mm, 164mm e-brake	S55, CL55 AMG (drilled)
n/a	\$117	211-423-10-12	330 x 26	59mm, 180mm e-brake	E55 AMG (drilled) - WON'T FIT!!
<i>Rear splash shields</i>					
	\$54	202-420-14/15-44	258		258mm rotors only

Pricing

	\$53	210-420-14/15-44	278-300		278-300mm rear rotors
	\$33	210-420-06/07-44	278-290	Part # may have rolled	278-290mm, wagons & coupes
<b>Notes for rear rotors:</b>					
Splash shield replacement requires pulling the rear hub - not a DIY job, very expensive to pay a shop					
The stock rear shield can be cut for clearance - see the URL below for details:					
<a href="http://www.2phast.com/190E/brakes.htm">http://www.2phast.com/190E/brakes.htm</a>					
<b>Front Lower Control Arms (LCA)</b>					
	Price (EA)	Part number			Notes
	\$408	124-330-30/31-07		Early, stock	Won't fit 294, 295, 320, 334mm
	\$398	201-330-40/41-07		Early, Sportline	without R129 hub & knuckle
	\$510	124-330-34/35-07		Late, stock	Has ball joint welded in, it can
	\$510	124-330-36/37-07		Late, Sportline	not be replaced!
<b>Front lower control arm bushings:</b>					
	Price (EA)	Part number	Type		Notes
	\$149	124-330-05-75	Standard		Up to B711095
	\$149	<a href="#">124-330-06-75</a>	Standard		From B711096
	\$172	201-330-01-75	Sportline		Up to B711095
	\$172	124-330-09-75	Sportline	B711095-C018227	<-- This kit has the same bushings as the 201- kit, but with different hardware
	\$149	<a href="#">124-330-06-75</a>	Sportline	From C018227	<-- Late Sportline models reverted to the soft/standard rubber bushings.
<b>PORTERFIELD BRAKE PADS</b>					
	Front size	Porterfield part #	Price (R4-S)		
	284 x 22	AP-423	\$110		
	294 x 25	AP-561	\$139		TopBrakes.com - 10% off list, free shipping over \$100
	295 x 22	AP-561	\$139		LPIRacing.com - 15% off list, free shipping over \$99
	300 x 28	AP-561	\$139		E-Brakes.com - 20% off list, but shipping is pricey (\$20+?)
	320 x 30	AP-561	\$139		
	334 x 32	AP-847	\$170		
	Rear size	Porterfield part #	Price (R4-S)		
	258 x 9	AP-335b	\$69		
	278 x 9	AP-495	\$79		
	278 x 24	AP-495	\$79		
	300 x 22	AP-603	\$119		