2010-2015 Mercedes-Benz GLK - Engine Air Filter

2010-2015 Mercedes-Benz GLK | Easy | 20-35 minutes | $35 DIY

TOOLS

Torx T20 bit Ratchet or driver handle
Clean microfibre cloth Damp cloth for cleaning the chambers

PARTS

Engine air filter for 2010-2015 Mercedes-Benz GLK (x2 on V6 models); verify engine, housing shape, and VIN fitment
$35.00

STEPS

1. **Service-position hood and confirm the twin-filter layout - Open the hood and put it in** the Mercedes service position - nearly vertical - so the long hood doesn't block your light over the engine. Identify your GLK350's engine: 2010-2012 cars run the M272 3.5L V6, while 2013-2015 cars run t...
2. **Remove the left and right intake ducts - Detach the intake ducts on the left and right** sides of the airbox - they pull off their fittings at the fan shroud and at the air filter housing.
3. **Lift the cover/airbox assembly onto the bench - Back the screws out with a T20 bit on a** ratchet and lift the covers away, noting how each element sits. Pull the engine cover/airbox assembly straight up with both hands - it pops off its rubber mounts.
4. **Remove the elements and guard the openings - Pull both old panel elements out and compare** them with the new pair - same footprint, same pleat depth. Cover each exposed intake opening in the lower housing with a clean microfibre cloth right away; the service instructions explicitly...
5. **Seat both new elements and close the covers - Set each new panel into its chamber so the** filter edges fit snugly into the housing - the service sequence stresses correct positioning with no skewing, and on a twin-element box it's easy to seat one side crooked while focusing on the o...
6. **Double-check the ducts and assembly seating - Double-check that both ducts are connected,** no tools or cloths remain in the bay, and the assembly sits square. The whole design is shared with the C350/E350/ML350 of this era, so the same tug-test on each duct applies.
7. **Verify the seal and log the service - Drop the hood out of the service position, start** the engine, and listen for whistling around the airbox - the telltale of a duct not fully seated or a cover not sealing. Take a short drive with a few firm throttle applications; the 3.5L...

TORQUE

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