

MEREX
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Your UNIMOG-specialists from Gaggenau



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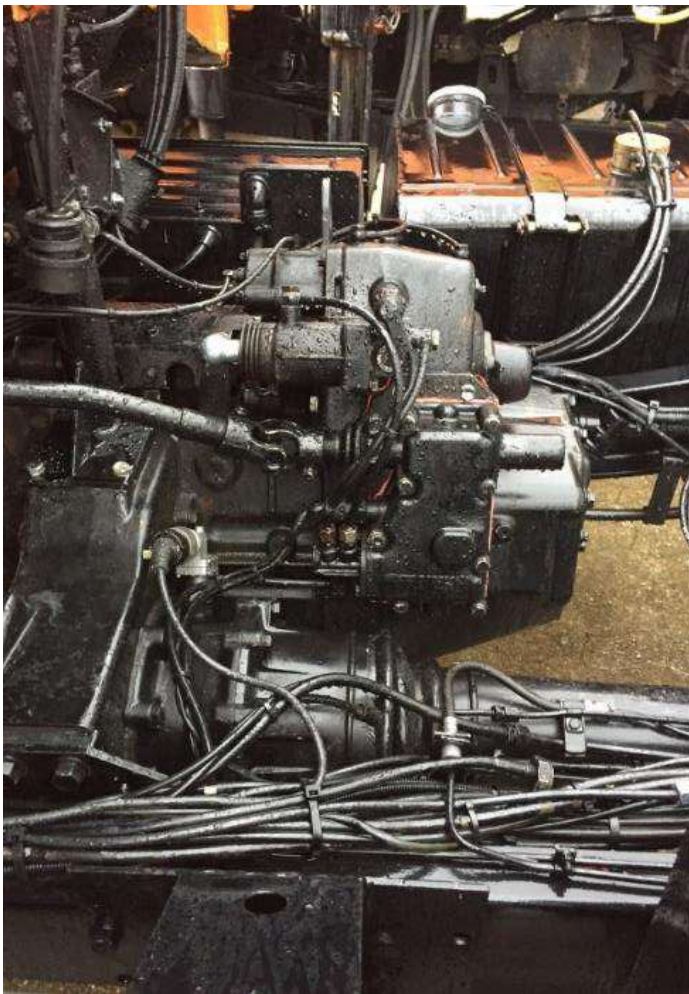
chassis / gearbox

UG100, mechanically switched

The conversion of the transmission of the Unimog series UGE and UHE to mechanical gearing takes place by bypassing the EPS (electropneumatic gearing).

This conversion kit can also be implemented in the Unimog SBU models (424 - 437) in connection with the retrofitting of a transmission of type UG100.

The advantage of this solution is not only a 27% faster transmission, but also the longer durability and more comfort when switching (compared to the UG3/40 or UG3/65).



water-cooled transmission oil cooler



We recommend retrofitting a water-cooled transmission oil cooler for an engine with increased performance, use of the vehicle in harsher climatic conditions or with higher loads acting on the transmission.

air suspension

For all Unimog series with a permissible axle load of up to 5 tons, we offer the installation of a 4-channel full air suspension for the front and rear axles.

- constant driving level
- increased comfort
- optimal road handling
- increased stability
- lowering function for load- and unloading
- Auto-Level (horizontal when standing)
- Offroad function (+ 35 mm height)
- sports function (- 20 mm height)



lighting

Bi-LED headlights from Hella



In addition to daytime running lights, the LED technology of the headlights also offers parking, low beam and high beam - and all this with low energy consumption. As a result, your eyes perceive more contrast and tire less quickly, even on long journeys.

Our full-LED headlights ensure noticeably more safety in the dark and in bad weather conditions, in that they illuminate the road more evenly, wider and with a greater range, without dazzling oncoming traffic. Thanks to complete freedom from wear and tear, changing light bulbs will be a thing of the past in the future.



Bi-LED headlights

With this variant, one per page Bi-LED headlights installed. The technology combines parking, low beam and main beam in one compact component. We deliver the headlights completely pre-assembled with adapter plate and connection cable.

Both versions have a factory-sealed connection to maintain water resistance.



Standard low beam on the Unimog U1300 L (H4)



Dipped beam of the Merex Bi-LED headlight

cab

center console

The center console fits all Unimog of cab type 425. It is delivered in a shell condition. All recesses for speaker boxes and the exact installation position of a radio can be determined by the customer. The center console has a storage compartment and two cup holders.



gear rim



This gear rim developed by us is required to convert a standard driver's cab to the "raised" variant. It's ready for assembly and only needs to be welded into the driver's cab floor



high roof conversion and cab extensions

Those who travel long and often with the Unimog will quickly notice: the amount of space in the interior is very limited. Tall people also often have a problem with legroom. In this case, we have developed concepts to both extend and raise the cab



Before: Unimog U1550 L as firefighter / forest firefighting in southern France

After: our CustomMog U1550 L 6.0 SE in its second life as a motorhome

MEREX New Style Kühlergrill

If you want to give your Unimog a modern look, you only had the choice between upgrading to the radiator grille of the UHN series (from August 2002) or the radiator grill of the UHE series (from July 2014).

The problem: The costs are several thousand euros. Since the bonnet of the newer series is shorter, it must also be replaced!

Image: computer-processed representation of the two bonnets.

left in blue: old series
right in red: new series



We have developed a solution for this - the MEREX New Style radiator grill. This radiator grill can be exchanged 1:1 with the old metal grill, the existing hood can be retained and all necessary attachments are supplied!

mounted in the same vehicle:



old radiator grill



new Merex New Style radiator grill

roof rack

The roof rack is made of high-quality die-cast aluminum, the brackets and screws are made of stainless steel. The outer frame is black powder coated.

With an area of 1.250 mm x 2.000 mm, the roof rack offers plenty of space for bulky cargo such as a spare wheel.

The brackets are available in 210 mm and 300 mm (normal roof / high roof).



axles

fire pressure control systems (CTIS und STIS)

A fire pressure control system increases or decreases the tire air pressure. The temporary reduction in tire pressure improves the Unimog's traction on difficult terrain.

CTIS:

With the CTIS (central tire inflation system) tire pressure control system, the tire pressure can be adjusted at the push of a button from the driver's cab (even while driving). With this variant, pre-equipped axles are required to regulate the air pressure per axle.

We can offer you both, the original Daimler tire pressure control system and the solution from ti.systems.



STIS from  ti.systems:

In contrast to the CTIS, the tire pressure in the STIS (semi-automatic tire inflation system) is regulated semi-automatically. The driver takes the spiral hoses from the hose depot and connects the wheels to be controlled to the valves. He then selects the desired tire pressure on the control box and is thus able to inflate or deflate all connected tires at the same time.



In both cases, the compressed air is supplied by the vehicle's existing compressed air system. An additional compressor is not required, but we recommend retrofitting an additional compressed air tank.

axle ratios

Due to our well-stocked warehouse, we are able to supply new and as-new used axles. Also possible is the conversion of existing axles to another ratio, e.g. from 22:7 to 23:9.



axle venting



A typical problem of the mid-range Unimog series is the loss of oil from the wheel flanges. Especially when driving fast, the oil can migrate from the wheel flanges into the axle tube.

Due to the ventilation system, the rising oil mist condenses in the expansion tank and the oil runs back into the countershaft housing. This minimizes the loss of oil from the primary reduction gearing.



Engine

performance improvement

We offer power upgrades for the OM 352 A, 366 A and OM 366 LA engines.

OM 352 A and OM 366 A up to 220 hp (162 kW)
OM 366 LA up to 300 hp (221 kW)

This is achieved on the engines mentioned by adapting the injection pump.



In the case of a power increase, we also recommend replacing the original injection nozzles with the 5-hole version. This ensures finer atomization and thus better combustion.



It is also possible to install a turbocharger adapted to the engine. This greatly improves the response in the low speed range.

For the 352 A and 366 A engines, we offer the retrofitting of an intercooler.

double pulley

The double pulley allows to drive an air conditioning compressor or a second alternator. It replaces the single pulley on the water pump.



second alternator



The double pulley (description above) can drive a second alternator and thus reliably supply your vehicle with sufficient power.

The retrofit kit consists of an 80 amp alternator (12 or 24 volts), a bracket on which the alternator and the fuel filters are mounted, the mounting hardware and a V-belt.

radio console with AC

Our air conditioner combines the practical with the useful. With 5 kW, it offers a high cooling capacity for all Unimog series 424 - 437. It is driven by the engine via the double pulley (Page 11), thus saving space on the roof.

- efficient air distribution in four directions
- pleasantly cool and dehumidified air
- cooling capacity freely adjustable
- three ventilation levels
- cut-out for DIN radio (radio not included)
- cut-out for 13 cm 2-way loudspeaker (loudspeaker not included)
- available for 12 or 24 volt vehicles
- connection for cigarette lighter, USB type A and USB type C
- compact design
- max. dimensions 44 x 42 x 43 cm (L x W x H)
- powder coated in black satin finish
- including connection materials



parking heater

For the construction of expedition vehicles, we generally recommend auxiliary heaters from Webasto for operation in the driver's cab or in the living trunk.



figure: blower parking heater

Alternatively, compact, more powerful water-guided parking heaters with a circulation pump create the advantage of preheating the engine, but also heating the camper body and the domestic water.



figure: water parking heater

exhaust system



Installing this compact stainless steel muffler creates more space for storage boxes or an additional fuel tank.

conversion from mechanical to electronic speedometer

Older vehicles with a mechanical speedometer shaft can be converted by us to an electronic speedometer by means of a pulse generator.

The advantages are that the speed is displayed more correctly. The usual "fluttering" of the pointer is also a thing of the past. Speedometers up to 140 km/h are available here.



frame and structure

fuel system

We offer the 130 liter and the 245 liter steel fuel tank in replica.

For long-distance motorhomes, for example, it is possible to mount two 245-liter fuel tanks and switch them with an electric 6/2-way valve, so that the engine automatically continues to be supplied with fuel when one tank is empty. Also, in our solution, the fuel gauge automatically switches to the fuel tank that is currently in operation. As a cheaper solution, manual mechanical switching is also possible here



twistlock frame

The specially developed twistlock frame for e.g. the Unimog U1300 L (3,250 mm wheelbase) or Unimog U1750 L38 (3,850 mm wheelbase) allows direct mounting of an FM1 or FM2 shelter. Our frames are available in straight or offset versions on request. With offset frames, the shelter can be driven under with a forklift for easy assembly and disassembly. The Twistlock frame is also available for other Unimog models.

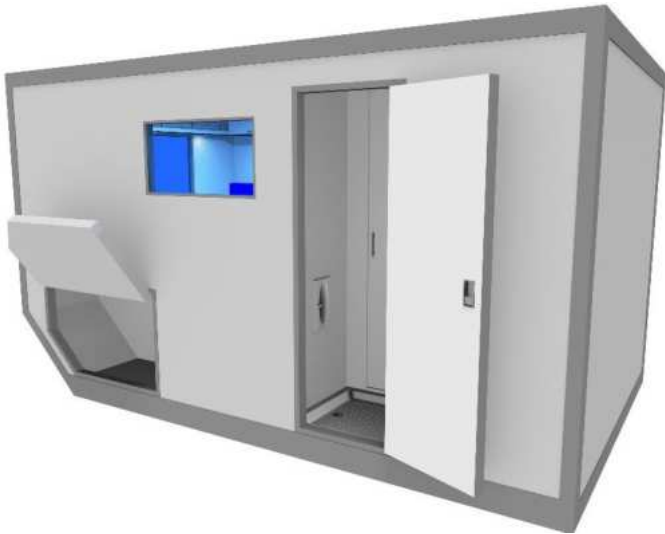


subframe for camper bodies

This body frame was specially designed by us for the living case MWK. The dead weight is 150 kilograms. The mounting frame is available for all Unimog models. It is delivered galvanized and painted as standard.



camper body MWK



dimensions

external dimension: 3.700¹ / 3.200² mm x 2.360 mm x 2.105 mm

Dimensions: Length x width x height, ¹ = measured on top, ² = measured below (slope angle)

Panel thicknesses

Base plate: 85 mm - Walls and roof: 60 mm

optional

- rear prepared for load carrier (loadable with up to 450 kilograms)
- rear slope 500 x 500 mm (45°)
- outer wall (passenger side) prepared for mounting an awning (reinforced)
- entrance door (outbound): 550 mm x 1,700 mm (width x height)
- outer door (outbound): 5-cornered
- LED marker lights on the superstructure on both sides front and rear
- LED ceiling light, 12 - 24 volts, 3 watts

This is an example of design. Many other sizes are possible with and without front and rear slopes.

frame or wheelbase extension

We offer frame or wheelbase extensions according to Daimler bodybuilder guidelines.



worldwide service

Our worldwide service includes a telephone hotline, remote diagnostics and the "flying mechanic" on site.

With this service you can rest assured from now on, we are always there for you, no matter where you are in the world.

Our Daimler-trained specialists are available to help you quickly and easily when you need it.

The repair of broken down expedition vehicles can be just as much a part of our service as the individual support of the fleet of major customers at home and abroad.

Due to the wide spread of Unimog specialized workshops, it is already difficult for Unimog owners to find a suitable workshop.

When you consider that an expedition vehicle is usually used off-road, far from civilization, the importance of this service becomes even clearer.



Fleet of a big customer in the Netherlands



Repair order on a Unimog 1650 in Malaysia



First appointment on site (Iceland) to provide the customer with a quote for the repair and maintenance of a total of five Unimog



Test drive after service work on Arnold Schwarzenegger's CustomMog in Santa Monica, USA

Reference projects: Images of vehicle conversions, restorations and attachments











General terms and conditions:

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