

# “FRONT”

W167/X, V167, C293

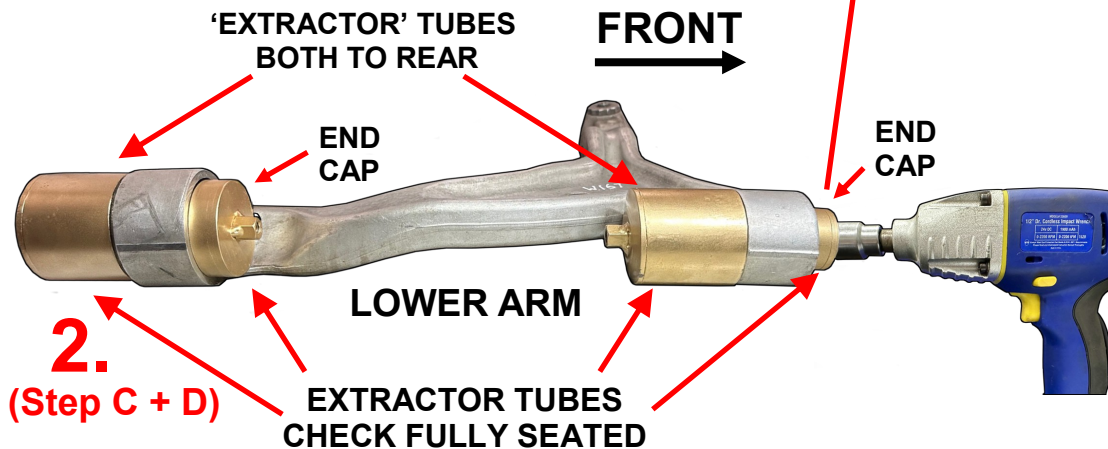
GLE / GLS Incl. AMG

Finally .....  
CAMBER & CASTER

#504216 (Rear Kit  
#504226)



1. (Step C)  
“FRONT” bush  
only - use chisel  
to tap / lever front  
washer off.



**Can Install Without Arm Removal**

As above use Impact gun or  
Ratchet wrench to remove OEM bushes

FOR EASE OF FITMENT JACK FRONT SO WHEELS ON FULL DROOP. INSTALL  
SAFETY STANDS TO SUPPORT FRAME RAILS & REMOVE FRONT WHEELS.

(Installation should be carried out by a qualified person)

**A** For access unbolt the plastic tray behind the lower control arm  
inner “REAR” mounts.

**B** Support evenly a lower control arm and remove the 2 inner arm  
bolts. Then lower arm sufficient to expose bushes.

**C** As in **Pic ‘1’** use chisel as lever to tap off the washer located at  
FRONT of the (smaller) bush. Connect the extraction tube as  
shown in **Pic ‘2’** (FRONT bush tube is to Rear. REAR bush tube  
also to REAR).

**D** Insert the long threaded rod and connect the “End Caps”.  
Then use Impact gun or Ratchet wrench to remove bushes.

**E** Clean holes and insert the new elastomer bushes  
**NOTE:** Smaller Front bushes - the “INNER” has the “thicker” lip.  
Larger Rear bushes - the INNER has the “Stepped” lip.

**F** Then use the grease supplied to lubricate (inside only) of bush and  
insert the steel inner bushes.

**G** **NOTE:** IF EXCESS INNER EDGE TIRE WEAR INSERT FRONT &  
REAR BUSHES so the ‘D’ hole is MAXIMUM OUT (Horizontal) -  
Bush offset facing in.

**H** Raise arm up and reconnect both mounts to subframe.  
**NOTE:** A Tooth washer under head of bolt and as in **STEP G** - the  
“flat” on the bush D hole will be vertical. So to line up - INSERT D  
BOLT SO THE D BOLT FLAT IS ALSO VERTICAL (flat facing out-  
wards).  
Then insert a tooth washer on thread end, lock tab and NUT.

## WHEEL ALIGN (TIRES ON SLIDING PLATES)

- As in **STEP G** Both Bush Offsets Fully In for max. Positive CAMBER
- Nuts Loose - Rotate head of REAR bolt to adjust CASTER

If wanting to fine adjust Camber - Rotate FRONT bolt “UPWARDS”

### “Non” AMG Models -

Ensure top of arm has clearance (min. 3mm) to above frame.

Once required settings obtained, hold head of bolts in this position and  
tighten the nuts to **135ft/lbs (184NM)**

**\*Then fold one of the 3 lock tabs that lines up with the side of a nut.**

**Check / Re adjust existing TOE settings**

**ESSENTIAL - RECHECK / MAKE SURE NUTS ARE FULLY TIGHT**

(Loose Nuts Cause Noise / Wear / Camber change !)

**Cost Cutting & Ever Increasing Speed Of New Car Assembly Lines - Front & Rear Camber & Caster has been deleted !**

(Now only basic TOE - Directional Adjustment)  
New Car Industry's Best Kept Secret

- **ESSENTIAL** — Preventing premature/costly inner edge tire wear — Result of wide profile tires, high cambered roads (with excess passengers side edge wear), altering height **through lowering** or load carrying or having adjustment for curb knock damage !

**OR COMPENSATING FOR....**

- **GETTING YOUR OFFROADER ON** — Lowering height/roll center **For Flatter, Safer more Responsive handling** - highway curves / lane changing, cornering).

**TOOLS REQUIRED**

**WRENCH / SOCKET** -10mm x 1, 17 x 1, -18mm x 1,  
20 x 1, -21mm x 2, -22mm x 1

**PARTS ENCLOSED**

**BUSHES**

4 x Steel  
8 x Elastomer

**BOLTS - 4**

**NUTS - 4**

**WASHERS**

8 x "D" hole  
4 x Tab Lock

**EXTRACTION**

2 x Tools

**LUBRICANT - 1**



**SUIT MERCEDES BENZ (SUV)** SEE WEBSITE ALL MODELS

**W167/X, V167, C293 GLE / GLS Incl. AMG #504216**

**FRONT CAMBER (and CASTER) FOR THE 1st TIME**

(REAR - CAMBER & EXTRA TOE KIT ALSO MANUFACTURED) **#504226**

**FIT WITHOUT NEED FOR ARM REMOVAL**  
Plus "Cost Effective" Replacement ....  
**'4' FRONT HIGHEST WEARING BUSHINGS**

- ✓ **CAMBER** - Positive or Negative - Up to 2 Degrees  
(Resolve Costly, Premature Inner Edge Tire Wear)
- ✓ **BUSHINGS** - Twice the load bearing area
- ✓ **ADJUSTMENT** - Precise "Single Wrench"  
(**ACCURATELY UNDER** load direct on alignment rack)
- ✓ **IMPORTANT** - Adjusts lower arms, not upper  
(retaining clearance top of tire to outer fender)
- ✓ **INCLUDES** - Bush Extraction tools

**Always 1st With The Latest Design Breakthroughs ....**

1. **WISHBONE:** Precise Ball Joint Adjustment System.
2. **STRUT(top):** Biggest/Quickest Adjustment System.
3. **BUSHINGS:** Single Wrench - Precise On Car Adjustment.  
**Including unique KMAC "non-slip" lock system!**

**Actual Inventors/Patentee's - The '3' Basic Suspension Systems**

*We do appreciate any ideas to further improve our market leadership !*