



Part numbers 28850/28860

Mercedes Rear Camber Bushings

Q1: SPC bushings are too small and drop right through the arm.

A1: We have a pretty good handle on what applications the bushings should fit so if your application is listed; it is likely that the arm has been expanded while removing the old bushings. We have found that some of the OEM bushings have a VERY soft shell, which can sometimes deform as the bushings are pressed out. In these cases, the soft shell expands, allowing the bushing to wedge inside the arm. When the expanded bushing and tool combo is pressed through, it enlarges the receiver ring in the arm, and also can damage the press tool. The arm must then be replaced, as well as the press tool. We have revised our tool to work better on the soft shell bushings to avoid this enlargement problem and will exchange old tools for the updated version at no cost. Call Customer Service at 800-525-6505 for more information to determine if your tool should be updated.

Q2: How do I know which adapter of the 76000 kit to use to remove/install Mercedes camber bushings?

A2: Mercedes' bushings on the C and E class are VERY close in size, and it is important that the correct press tool be used when removing the bushings to avoid damaging the arms. Measure both camber arm bushings carefully and consult the instructions to determine which tool to use for each bushing. Use of the wrong press tool when removing the small bushings can cause the bushing to become distorted, which will damage the arm as it is removed, this can result in the SPC bushing no longer being a proper press fit. The correct press adapters are listed in the bushing kit instructions with corresponding sizes.

Q3: I have a control arm that is a replacement part but it is not an original equipment (OE) factory part. Will your bushings , ball joints or strut mounts fit properly?

A3: The short answer is, most likely. Although not common there can be some problems.

Specialty Products Company designs its parts to work with the components that originally came with the vehicle. In some circumstances suspension components may have been replaced with non-OE components. This may cause a problem. Although these parts will work fine in the original configuration, the sub-components of these parts may not be exactly the same size as the original. This can lead to a problem when installing Specialty Products parts such as offset bushings or ball joints.



For example, most problems will occur when a particular arm is sold by the manufacturer as an assembly and the bushings are not replaceable. Then this part was replaced for some reason or another with an aftermarket replacement part. Now there is an alignment problem and the technician goes to install a replacement offset bushing and it does not fit properly. In this instance it will be necessary to purchase an OE arm and then install the alignment part.

Q4: How do I know if I have an OE part or an aftermarket part?

A4: Unfortunately many times it is difficult to tell, there may be a part number stamped or cast into the part to help identify it. This may take quite a bit of research. A technician familiar with aftermarket parts may be able to tell by looking.

