

RE: How to adjust....

I added bi-xenons about a year ago to my 2000 ML.

There are two adjustments that look like phillips and hex.

I used the phillips.

I found the best way was to draw the spec pattern on the garage door per the Daniel Stern alignment instructions.

There is an inter-dependency between the two adjustments.

They have to be both adjusted to move the pattern.

It is not as simple as one goes verticle and one goes horizontal.

The Daniel Stern instructions are pretty good.

I was able to get them to be right on the lines.

Hope this helps.

I tried that last time using the philips screw and it was so hard and scared that the philip tread might loose. How did you do it. Facing the headlight, the one on your left side philip/hex should run clockwise or counterclock? And how about the the right side should be the same as the other or the opposite

I posted this one before that you need a 6mm hex wrench to adjust the screw, the inside screw is for up and down and the side screw is for horizontal left or right adjustment. And you will have to do it at night so you will see the beam move. I can't tell you exactly if its counter clockwiseor clockwise to move to left or right or up and down either but you will see it at night when turning.



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I tried one at a time AND at the same time the beam doesn't move. What do you think is the problem, guys. I read all the threads regarding "bi-xenon" unfortunately for me - no luck. My problem is that my passenger side headlights beam is a little bit more to the right. The driver side is alright.

The screw could be dislodge to the track, it happens if you over turn on one side. IIRC William Monte had that problem, he took it to the dealer and fixed it.

You might also be able to adjust the mounting points on the light to tilt it a bit more. At the mounting point of each light there is a plastic thread that the screw goes through. You can adjust the plastic collar to tilt the lights a little more.

I had a similar problem with the adjustment. My units got rough handled during shipment. In fact several pieces broke resulting in a good size credit to me and I repaired them. Anyway, I could not adjust one light. I took off the rear access cover while the unit

was on the bench. There was a "ball and socket" connection inside the unit that had popped out. Sort of like a ball joint connection in a suspension system. I used a hooked type tool and "popped" it back into the socket. Voila! it adjusted perfectly. What I noticed was that the xenon light projector appeared to move around easily within the assembly.

Mine was damaged too. Tabs, Clips maybe some too. We dont know. Anyway, right after I read your post before, I took out my passenger headlight put it on the bench and boommm I saw what you are talking about. I was able to put in it back into the socket by turning the other way and last night as JimB and you(N1ML) are saying I tried adjusting/turning using the 6mm hex but no luck. NOt even a slight move. I dont know if you would agree with my LAST move. I will cut that long plastic thing that holds the headlight(near the fender top) and I will adjust through the big black plastic screw from the mounting points to make it move to the left. What do you think.

I would not do that, but that is my opinion. The projector assembly is articulated by two axis adjustments inside the headlamp assembly. It is an interesting design in the way the two axis's adjust to point the projector assembly. If you got it snapped back in, you should be able to see the assembly move inside while you turn the adjustments. It may be that one of the adjustments is at the extreme end of travel. I would spend some time looking at what is going on inside before taking drastic

action. ☐PRIVATE

PS It took all my strength to pop the socket back into the ball and socket joint. Are you sure it is fully seated? I had to pull on the joint real, real hard and then I felt it pop back in. At first I only partially seated it and it did not adjust properly.

I am really sure that the black ball is fully seated on the white claw thing. On the other hand, my driver side broke already. I will have to take out one more time and see what I can do. Dont go away, okey. j/k. Thank you for your time and patience.