

**NOW CAN  
ADJUST TIRE  
'CONTACT'  
ANGLES**

# FINALLY FRONT & REAR ONGOING

IMPROVE TRACTION & EDGE TIRE WEAR

## Camber, Caster (and extraToe) Kits

AUDI TO VOLVO - Including Mercedes 'AMG', BMW 'M'

Genuine KMAC....

# Front Camber & Caster Simply

Replacing Upper Arm Inner Mount Bushings

**E70-72, F15/16, F85/86 #194516-7i**

KMAC Designed To Retain The Existing  
OEM HI-Strength Forged Alloy Arms

(Up To 1.5°'s Pos or Neg.)

\* ADJUSTS "TOP" OF TIRES

### ALSO MANUFACTURED

Up to (additional) 1.5°'s Pos. Or Neg. Camber & Caster.  
"Lower Arm Adjusters" (the 4 highest wearing bushings)

\* ADJUSTS "BOTTOM" OF TIRES

Note the KMAC thrust arm (Caster bushings) are Mono ball /  
2 Axis significantly improving Brake & Steering response.

RACE DAYS - Further reduce understeer (& increase track width)

## FITTING PRECISE ADJUSTMENT NO SPECIAL TOOLS REQUIRED

1. Jack and use "Safety Stands" to support front of vehicle so wheels hang free. Then remove wheels.
2. From "engine bay" remove the 4 nuts (2 either side) that secure the "inner wishbone mounts bolts". Then remove these 2 bolts from each wishbone.

3. Once the 2 inner mount bolts removed - "rotate arm" out as shown  
(for ease of access to remove OEM bushes)

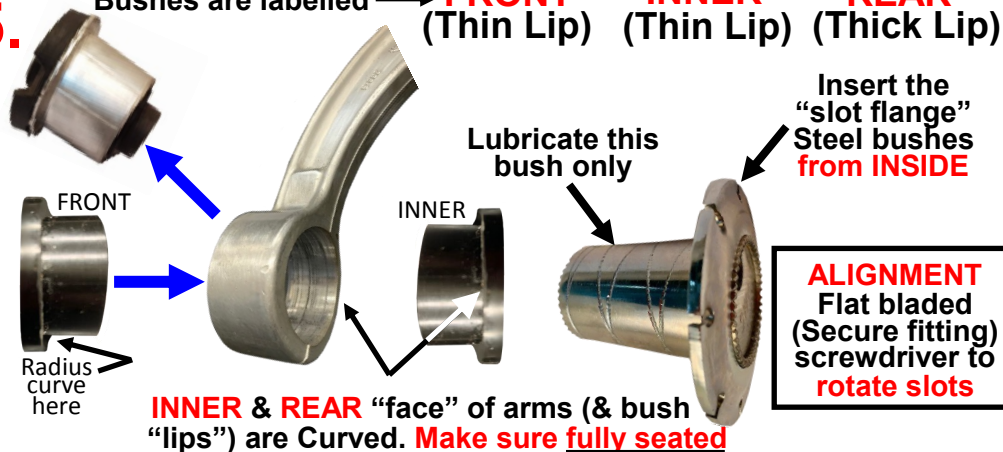


Extractor end cap "inside" arms

4. Connect bush extraction tool and use impact gun to extract existing bushes as shown

### INSTALL BUSHES:

5. Bushes are labelled → **FRONT (2) (Thin Lip)** **INNER (4) (Thin Lip)** **REAR (2) (Thick Lip)**



6. Prior to remounting of arms (to aid re insertion of bolts). **Rotate slot flange so "both HOLES have same offset"**. Example: Fully 'IN' (Max. Pos.) or Fully 'OUT' (Max. Neg.).

### WHEEL ALIGNMENT

#### TAKE ALIGNMENT READINGS 1ST.

Then for access - Jack so wheels on full droop.

• Pos. Camber - Offset "Outwards"

• Neg. Camber - Offset "Inwards"

(Adjust "Evenly" both slot flanges)

Lower jack to re check alignment readings  
(adjust Front / Rear mounts to Fine tune Caster)

\* Also check Toe adjustment. \*

**ESSENTIAL - RECHECK / MAKE SURE NUTS ARE FULLY TIGHT**  
( Loose Nuts Cause Noise Noticeable Camber Change )

**“TOTAL SYSTEM”**  
**OTHER POPULAR KMAC SUSPENSION**  
**UPGRADES ALSO MANUFACTURED**  
**For Your Model**

**FRONT** - “**LOWER CONTROL ARM**” INNER BUSHINGS  
 (highest wearing) Uprated performance also  
 extra **Camber** adjustable - Precise single  
 wrench (Track days further reduce understeer  
 and increase track width.)

F01-13, 18, G11-16 **#194516-6K**  
 G05, 06, G30-38 **#194516-1J**  
 E70-72 **#193816i**  
 F15/16, F85/86 **#193816-5J**

**FRONT THRUST ARMS “CASTER”**  
**ADJUSTABLE BUSHES.** Precisely  
 adjustable—accurately readjusting settings  
 after **Camber** change.  
**Also these “Caster” bushes are Mono ball /**  
**2 Axis design** replacing the OEM oil and air  
 voided bushings result is also significantly  
 improved brake and steering response.

E70-72, F15/16, F85/86H **#193816-4J**  
 F01-13, 18, G11-16 **#194516-1J**  
 G05, 06, G30-38 **#194516-6K**

**REAR** - **Camber (and extra Toe) adjustable**  
**bushings.** Also precise single wrench,  
 accurately (under load) direct on alignment  
 rack. Doubling existing adjustment range.

E70-72, F15/16, F85/86H **#193826K**  
 F01-13, 18 **#194526K**



**FRONT #194516-7i**

**FRONT CAMBER (and CASTER) FOR THE 1st TIME**  
**ONLY ‘TOE’ DIRECTIONAL ADJUSTMENT OEM**  
*(New Car Industry Best Kept Secret)*

**E70-72, F15/16, F85/86**

**UPPER WISHBONE INNER BUSHINGS**  
 (Retains Existing OEM Hi-Strength Forged Alloy Arms)

- ✓ **PRECISE ADJUSTMENT** - Up to 1.5°'s Pos. or Neg.
- ✓ **RESOLVE** - Costly, premature, edge tire wear
- ✓ **CAMBER & CASTER** - Positive or Negative
- ✓ **BUSHINGS** - Performance elastomer, not  
rubber & Twice the load bearing area
- ✓ **INCLUDES** - Extraction tool (no arm removal)

*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 a 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!