

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'

#501826

## REAR Camber & TOE Bush Adjuster Kit

Suit Mercedes - R107, W114, W115, W116, W123, W126

(Kits to suit Front & Rear all Mercedes 1968 - 2023 incl. Coupes, Sedans, Wagons, SUV, AMG, Black Series, Commercials)  
**(plus resolving costly, premature bush failure)**

### UNIQUE KMAC PATENTED DESIGN

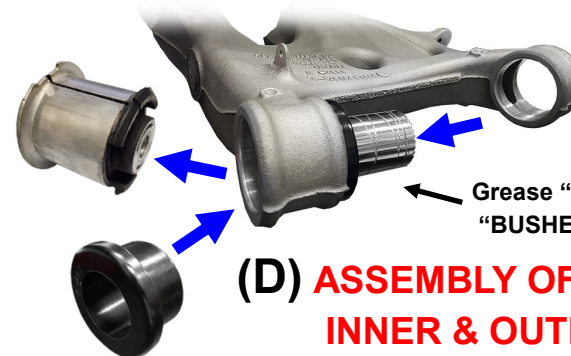
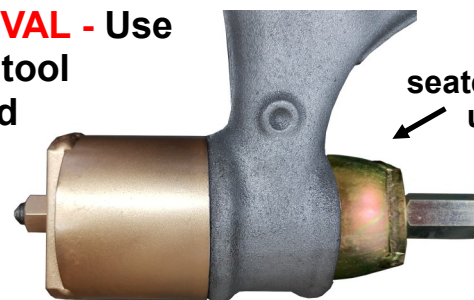
Precisely Adjustable - Single Wrench /  
under load, direct on alignment rack !

## FITTING

Also refer manufacturer's workshop manual and observe all Safety procedures.

- A.** Jack and use Safety stands to support rear of chassis allowing wheels to be on full droop. Then remove wheels.
- B.** Place jack securely under a lower "control arm" close to inner subframe mounts. **Jack only sufficient to support load so that the 4 bolts on each arm can be easily tapped out.** Then lower jack/arm to expose bushes.
- C.** Use the bush extraction tool supplied to remove. Ratchet Wrench or Impact gun (as in pic 'C')
- D.** Clean holes and insert the elastomer bushes. Use the silicone grease supplied to grease the inner (only) hole in bushes. Then insert the case hardened steel bushes (as in pic 'D')

- (C) **BUSH REMOVAL** - Use extraction tool supplied



- (D) **ASSEMBLY OF THE (4) NEW INNER & OUTER BUSHINGS**

- E.** To aid reconnection of the new bolts check and adjust the 'D' hole in each bush (insert a new KMAC 'D' bolt and rotate head). so is in 12 o'clock position
- F.** Raise arm back up till holes line up so the new KMAC 'D' shape bolt can be inserted (Tooth washer under bolt head first) **- Flat facing upwards to match 12 o'clock position of the bush m hole.**
- G.** Then a tooth washer thread end then the twin lock nuts.

### WHEEL ALIGNMENT ("WITH TYRES ON SLIDE PLATES")

**SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM**  
(allowing accurate adjustment "under load" direct on alignment rack)

Make sure nuts are loose and rotate the bolt heads of both bush mounts for Camber and Toe. Once required setting, hold head of bolts in this position and fully tighten the nuts to **110Nm (80 ft/lbs).**

Then (while holding nut in position) install the 2nd lock nut & fully tighten.

**ESSENTIAL RECHECK MAKE SURE NUTS ARE FULLY TIGHT**  
( Loose Nuts Cause Noise )



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**REAR CAMBER and TOE adjustment**  
and accurate-underload direct on alignment rack

- ✓ **CAMBER** - Positive or Negative  
(resolve costly, premature edge tire wear)
- ✓ **ADJUSTMENT** - Precise "Single Wrench" on  
car (KMAC unique Pat. design) - no  
disassembly each time!
- ✓ **BUSHINGS** - Twice the load bearing area  
(and at same time replacing the highest wearing)
- ✓ **INCLUDES** - Bush extraction tool (fit on vehicle)
- ✓ **NO MODIFICATIONS** - To install

*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!