

**NOW CAN ADJUST TIRE 'CONTACT' ANGLES** **FINALLY FRONT & REAR ONGOING**  
**IMPROVE TRACTION & EDGE TIRE WEAR**  
**Camber, Caster (and extraToe) Kits**  
**AUDI TO VOLVO - Including all Mercedes 'AMG', BMW 'M'**

**#503316K**

**W205 C63/S AMG Sedan, Wagon, Coupe**

**FRONT CAMBER (& CASTER) FOR THE 1ST TIME**  
 POS. or NEG. CAMBER UP to 1.5°'s Plus 35<sup>mm</sup> extra track width

**BUSHINGS - Precisely Adjustable - Single Wrench**  
 (accurately under load - direct on alignment rack)

• **WITH 2½ TIMES THE LOAD BEARING AREA •**

**\* CASTER - Monoball / 2 Axis \***  
 (For improved brake & steering response)

**Installation should be carried out by a qualified person**

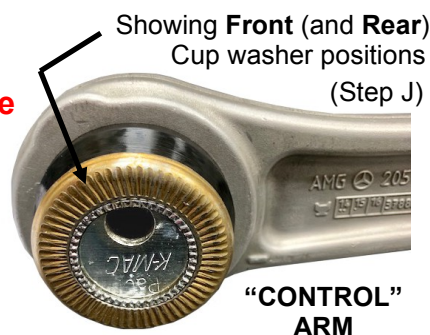
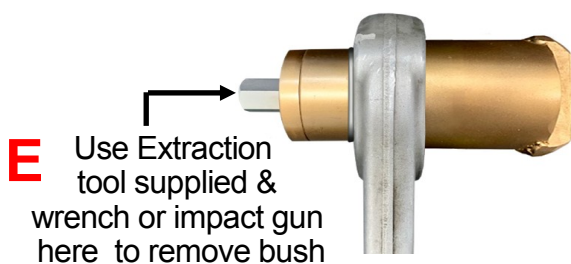
**A** Jack and remove front wheels. Locate safety stands - one under each outer control arm mounts (to aid reconnection / lining up holes in step L).

**CONTROL ARM - CAMBER bushes WITHOUT ARM REMOVAL**

**B** Securely position jack under a lower control arm (towards inner end). Then raise only sufficient to take up / support load.

**C** Remove bolt - **should be tap out procedure (adjust jack up or down so minimal load)**

**D** Lower control arm only sufficient to expose bush



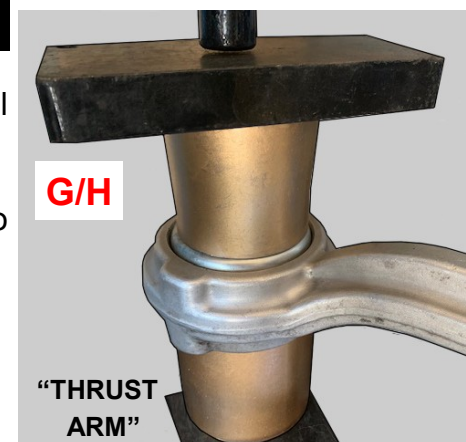
**F** Clean hole and insert the 2 elastomer bushes for each arm. Then use grease supplied to lubricate the KMAC steel bushes (only) **and insert with hole at 12 O'clock.**

**THRUST ARM - CASTER bushes**

**G** Same procedure to remove front mount bolt then disconnect outer ball joint allowing arm removal.

**H** Use a bench press to push out OEM inner bushes - Large tube UNDER to support arm, small tube on TOP to push out.

**I** Same procedure to "Press in KMAC" bushes. Initially 5mm and "recheck" vertically aligned. Then till "evenly centered" in arms.



Bench press for Extraction/ Insertion

**J** **PRIOR TO RECONNECTION OF ARMS:** (to aid lining up / re-insertion of the "inner" frame mount bolts) - initially insert new KMAC 'D' bolt in bush holes **so on rotating bolt head the hole can be moved to 12 O'Clock position.**

**K** • THRUST ARM - seat black insulators either side so "Inner dowel" enters hole in each face of KMAC bushes.  
 • CONTROL ARM - Fit Large "cup washers" either side of bush face.

**L** Then raise arms to fit inside frame. Install tooth washers under bolt head and **insert bolts with 'D' hole shape flat to TOP so lines up with 'D' hole in bushes.**

**Attach remaining tooth washers prior to lock tab washer and nut.**

Check both Caster insulators and the Camber cup washers are evenly seated prior to tightening nut.

**WHEEL ALIGN ("WITH TIRES ON SLIDE PLATES")**

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

Make sure nuts are loose and rotate the bolt heads of both bush mounts for Camber and Caster. Once required setting is obtained, hold head of bolts in this position and tighten the nuts to **150Nm (110 ft/lbs.)**  
 Then fold one of the 3 lock tabs that lines up with the side of a nut

**Check / readjust existing Toe settings.**

**ESSENTIAL RECHECK MAKE SURE 4 NUTS ARE FULLY TIGHT**  
 ( Loose Nuts Cause Noise )

## **“TOTAL SYSTEM”**

### **OTHER POPULAR KMAC SUSPENSION**

#### **UPGRADES ALSO MANUFACTURED**

KMAC - Resolving OEM Suspension shortcomings since 1964!

#### **REAR - LOWER ARM INNER BUSH ADJUSTERS**

Camber up to extra 1.5°'s Pos or Neg.  
(plus extra Toe to compensate). Fit without  
need for arm removal.

Precisely adjust single wrench, accurately  
(under load). Moving bottom of tire inwards (or  
out for extra track width) C63 #502326K  
C63 'S' #502326-1K

#### **UPPER CAMBER ARMS** (plus extra Toe)

Unlike above lower arm bushes moves top  
of tire out (when adjusting to reduce inner edge  
tire wear). Main use to adjust top of tire inwards  
for larger tire fitment. C63 #502226-1  
C63 'S' #502226-3

#### **FRONT - UPPER/INNER ADJ. WISHBONE BUSHES**

Extra Camber and Caster adjustment -  
Up to extra 1.5°'s Pos or Neg. (combined  
with the “lower “arm adjusters” - Race days  
allowing to further reduce “understeer” in the  
pursuit of front row of the grid lap times).  
Designed for fast fit on vehicle without need  
for arm removal.

#503316-2J

**REAR** - Upgraded “bushings” for the Multi Link Arms.  
Tauter response - less twitch / flex / loss of  
traction. Especially when applying power  
to lane change / overtake. C63 #502628K  
C63 'S' #502628-1J



#503316K

### **Mercedes Benz W205, C63/S AMG ('14-22)**

**ONLY FRONT & REAR TOE “DIRECTIONAL” ADJUSTMENT OEM**  
(New Car Industries Best Kept Secret)

#### **FRONT CAMBER & CASTER FOR THE 1ST TIME**

(and accurate-underload direct on alignment rack)

\* C300-450/C43 AMG 4MATIC #503416K. C180-350 #502816K

- ✓ **CAMBER** Positive or Negative
  - Resolve costly, premature edge tire wear
  - Extra adjustment (Track days) see Rear page
- ✓ **CASTER** Monoball / 2 Axis - Resolving the need  
for OEM oil & air voids. Allowing significant  
improvement to brake & steering response.  
Supercedes spherical bearings that soon pound out.
- ✓ **ADJUSTMENT** Precise “Single Wrench” on car  
(unique Pat. design) no disassembly each time!
- ✓ **BUSHINGS** 2½ times the load bearing area
  - Same time replacing the highest wearing
  - Noiseless, Long term, Maintenance free
- ✓ **INCLUDES** - Bush Extraction / Insertion tubes  
Camber bushings can be replaced on car

*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*