

**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'

C209 CLK AMG, 55/63 Black Series #503516K

(CLK 270 - 500 #502216K)

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

Precisely Adjustable - Single Wrench

(accurately under load - direct on alignment rack)

CAMBER: The 2 lower control arm inner bushes - which can be removed on vehicle using the extraction tool supplied (see below)

CASTER: Forward facing thrust arm bushes - remove each arm and use bench press and the large and small tubes supplied (see 'I/J' pic)

Refer maintenance manual and observe all Safety procedures.

A. CONTROL ARMS "CAMBER" - Lower inner bushes

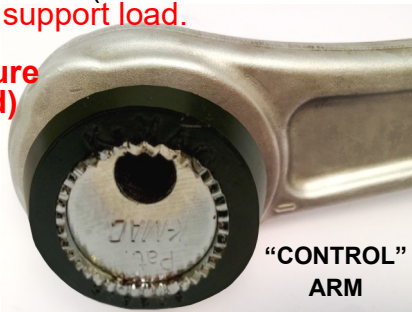
Jack and remove front wheels. Locate safety stands - one under each outer control arm mounts (to aid reconnection / lining up holes in step H & K).

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

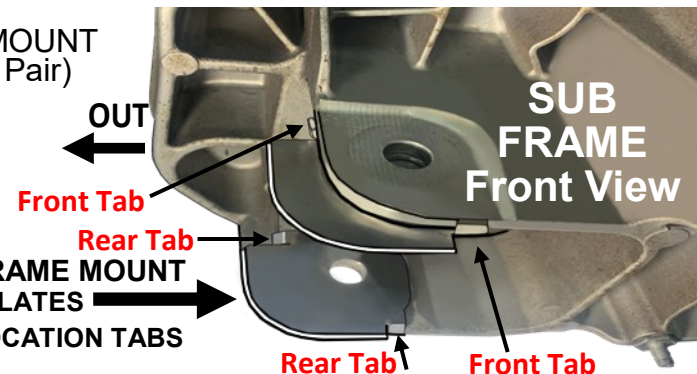
E. Use Extraction Tool Supplied & Wrench or Impact gun here to remove bush



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

G. POSITION FRAME MOUNT "INNER PLATES" (2 Pair)
CHECK (Front or Rear)
"SEE REVERSE OF SHEET"

PIC SHOWS:
RIGHT HAND FRAME MOUNT (INNER) PLATES & LOCATION TABS

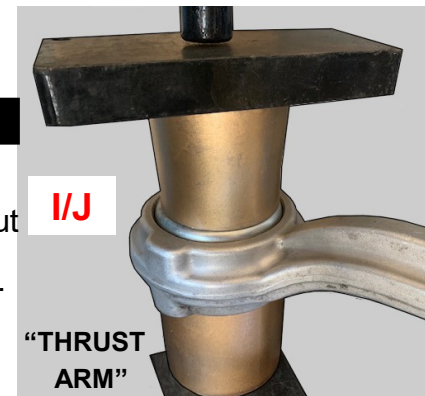


H. Reposition arms back inside frame then install tooth washer under bolt head and insert bolts with 'D' shape flat to 'TOP' so lines up with 'D' hole flat position in bush.



I. THRUST ARM "CASTER" bushes

Same procedure to remove front mount bolt then disconnect outer ball joint allowing arm removal. Then use a bench press to push out OEM inner bushes - Large tube UNDER to support arm, small tube on TOP to push out.



Bench press for Extraction / Insertion

J. "Press in KMAC" bushes. Initially 5mm and "recheck" vertically aligned. Then till "evenly centered" in arms.

K. Reconnect outer mounts then use KMAC D bolt to rotate inner bush to 12 O'clock. Seat black insulators either side so inner dowel enters each face of KMAC bush.

L. Raise inner mount so fit inside frame mounts and line up holes. Place a tooth washer on bolt and insert with bolt flat UP so lines up with 'D' hole flat position in bush.

• **THRUST AND CONTROL ARMS - ATTACH REMAINING TOOTH WASHER PRIOR TO LOCK TAB WASHER AND 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)

OTHER POPULAR SUSPENSION UPGRADES

ALSO MANUFACTURED FOR THE C209

NOTE: THIS FRONT LOWER ARM KITS KIT

REDUCES COSTLY, PREMATURE EDGE WEAR OR... TRACK DAYS Front row of the grid lap times (adjust for increased neg. camber & track width to reduce understeer - In the pursuit of hitting those corner apex's every time & going deeper into the corners with improved traction and braking response)

POS. or NEG. CAMBER UP to 1.5°'s Plus 35^{mm} extra track width

REAR - Camber also for the 1st time (and 'extra' Toe to compensate) lower arm bush adjusters - precisely adjustable unique KMAC patented design (single wrench, accurately - under load). Moving bottom of tire inwards (or out for extra track width) Unlike upper Camber arms that are difficult to access / adjust and need to reduce important clearance - "top of tire to outer fender" when wanting to prevent premature inner edge tire wear.

AMG #502026H
Black #501526J

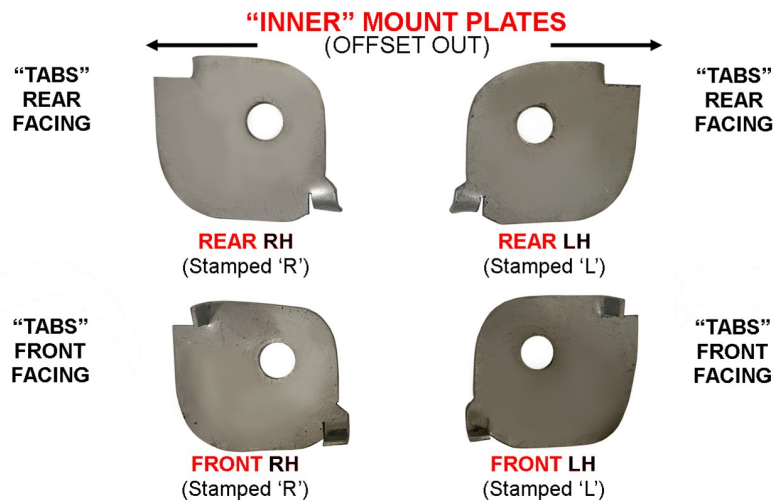
FRONT **Black Series only** - Replacement top Strut Mounts for extra Camber & Caster adjustment (Pos./Neg. - up to 3 degrees negative).

STAGE 2 (STREET/RACE) #502616-2L

STAGE 3 (FULL RACE) #502616-3L

REAR - Upgraded bushings for the '6' Multi Link Arms. Significant improvement to rear end stability - less twitch / flex / loss of traction. Especially when applying power to lane change / overtake.

#501528-1K



CAMBER AND CASTER FOR THE 1ST TIME

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(CLK 270 - 500 #502216K)

(and accurate-underload direct on alignment rack)

ONLY 'TOE' DIRECTIONAL ADJUSTMENT OEM
(New Car Industry Best Kept Secret)

- ✓ **FRONT CAMBER** Positive or Negative
 - Resolve costly, premature edge tire wear
 - Extra adjustment (Track days) see Rear page
- ✓ **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
- ✓ **CASTER** Monoball / 2 Axis resolving the need for OEM oil & air voids. Significant improvement to brake & steering response.
- ✓ **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.

Actual Inventors/Patentee's - The '3' Basic Suspension Systems

We do appreciate any ideas to further improve our market leadership ! 11/21