

NO CAMBER OR CASTER OEM.

KMAC KIT is designed for MAX. Precise adjustment (Positive or Negative)

NOTE: Minimum Camber (Resolve premature inner edge tire wear)

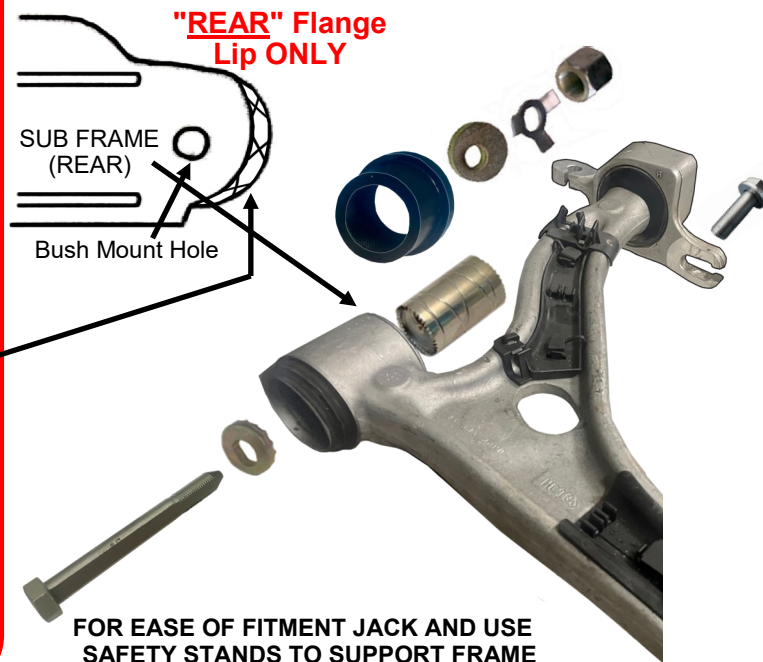
...MAX. Travel is achieved by grinding back flange lip (rear only) of SUBFRAME.

12mm (1/2") is sufficient for 50mm (2") lowering

RH bush offset to be at 9 O' Clock. LH at 3 O' Clock.

CHECK / observe clearance maintained between arm on full suspension travel

Can Install Without Arm Removal



FOR EASE OF FITMENT JACK AND USE SAFETY STANDS TO SUPPORT FRAME RAILS THEN REMOVE FRONT WHEELS.

Installation should be carried out by a qualified person

- A.** Unbolt and remove engine tray, then the 2 front "U" brackets that retain the anti-sway bar (so bar can be lowered to gain access to the bolt on each lower control arm FRONT BUSH).
- B.** Jack and support each control arm so that this front bolt can be removed. (Airmatic suspension - disconnect top airline to deflate first) Then remove the 2 bolts attaching the REAR BRACKET. Now lower arm sufficient to expose the front bush.
- C.** **Use the extraction tool supplied to remove FRONT BUSH (tool needs to be positioned at FRONT of bush - Lip flange side). Can be tight - use impact wrench if available.** Clean hole, insert elastomer bushes. Use the silicone grease supplied only on the steel bush centers and push in.
- D.** **Removing REAR BRACKET from control arm** - Early W164 unscrew the end "retaining bolt". Late W164 use a 5/16" (8mm) drill bit to drill out rubber bush or 3 jaw puller. If the center ally tube is firmly attached to arm "end spigot" - remove by using small disc grinder or cutting wheel to carefully slit length (if high mileage chances are rubber bushes are broken & easy to remove)

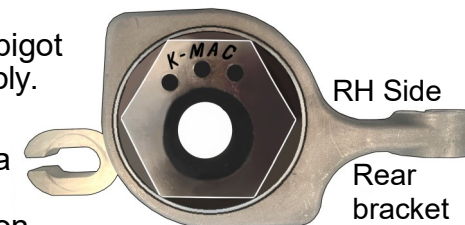
E. **Removing outer sleeve from "alloy bracket"** - (Use bench press with the extraction tubes supplied to support **and press out**). Clean hole and press in the new KMAC sleeve. NOTE: Press in initially 1/4" / 5mm (**check that it is accurately aligned**) then - through to within 3/8" (8mm) of "FRONT" of bracket.

F. Insert 8 sided elastomer bush (**CHECK "LIP - END" IS TO FRONT**).

- **OEM - OFFSET HOLE DOWN** and centered as per diagram.
- **OR - OFFSET HOLE INWARDS** If extra **Positive Caster** (In combination with KMAC front adjusters).

G. Clean and grease the ARM - end spigot only and push on the bracket assembly.

H. To aid reconnection of arms insert a "D" bolt into the FRONT "D" hole bush and rotate to 12 o'clock position. Then raise arm and insert bolt into frame hole - (tooth washer under bolt head and bolt "flat" UP - so lines up with 12 o'clock position of bush). Push bolt fully through with remaining washer outside of frame, tab lock washer and nut.



I. Reconnect REAR BRACKET (Fit the twin slot bolt supplied to inside hole - allows adjustment of Caster in combination with adjustable bushes Step F) - Offset out for more Pos. Caster (IN for less).

WHEEL ALIGN (TIRES ON SLIDING TURNTABLE)

REAR MOUNTS - Refer to step "F" & "I"

FRONT MOUNTS - Unique KMAC patented system, Precise adjustment

- Simply rotate bolt head ! (Ensure lock nuts are loose)

Rotate bush "downwards" to maintain clearance to cross member mount

IF ADJUSTING TO REDUCE NEGATIVE CAMBER check bush arm has "clearance to sub frame" rear lip (see above diagram).

Once required settings (front - hold head of bolt in position) and fully torque nuts (and rear bolts) to **150Nm (110ft/lb)**.

ESSENTIAL / RECHECK BOLS FULLY TIGHT - LOOSE BOLTS CREATE NOISE.

Front nuts to secure - fold 'one' of the 3 tabs that lines up with face of nut

Finally adjust OEM Toe settings

- **ESSENTIAL** — Preventing premature/costly inner edge tire wear — Result of wide profile tires, high cambered roads, altering height **through lowering** or load carrying, curb knock damage.
- **OR REGAINING** — More even tire wear after lowering height/roll center (getting your Off-roader-On.... For flatter, safer more responsive handling - highway curves / lane changing, cornering).
- **PLUS** — Replaces all 4 main front bushings (highest wearing) suspension bushes - **Especially the OEM front lower / inner rear which are subject to premature failure and are expensive to replace.**

TOOLS REQUIRED

WRENCH -10mm x 1 , -18mm x 1 , -21mm x 2 , -22mm x 1
DRILL – 8mm(5/16”) drill bit **PRESS** - Min. open height 220mm (8 1/2”)

PARTS ENCLOSED

BUSHES

2 x Steel (solid)
 2 x Steel (outer)
 4 x Elastomer lip

BOLTS

2 x Long
 2 x Short

NUTS

2 x Long

WASHERS

4 x “D” hole
 2 x Tab Lock

SLEEVES

2 x Alloy

EXTRACTION

1 x Tool
 2 x Tubes

LUBRICANT



SUIT MERCEDES BENZ (SUV)

SEE WEBSITE
ALL MODELS

W164/X, W251 #503816

FRONT CAMBER (and CASTER) FOR THE 1st TIME
 (REAR - CAMBER & TOE KIT ALSO MANUFACTURED)

Plus “Cost Effective” Replacement Of the
‘4’ FRONT HIGHEST WEARING BUSHINGS
 2 Rear subject t premature failure

- ✓ **CAMBER** - Positive or Negative
 (Resolve Costly, Premature Inner Edge Tire Wear)
- ✓ **BUSHINGS** - Twice the load bearing area
 (same time replacing the “2 rear” highest wearing)
- ✓ **ADJUSTMENT** - Precise “Single Wrench”
 (**ACCURATELY UNDER** load direct on alignment rack)
- ✓ **IMPORTANT** - Adjusts lower arms, not upper
 (retaining clearance top of tire to outer fender)
- ✓ **INCLUDES** - Extraction / insertion tools

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 !