

**NO CAMBER OR CASTER OEM.**

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

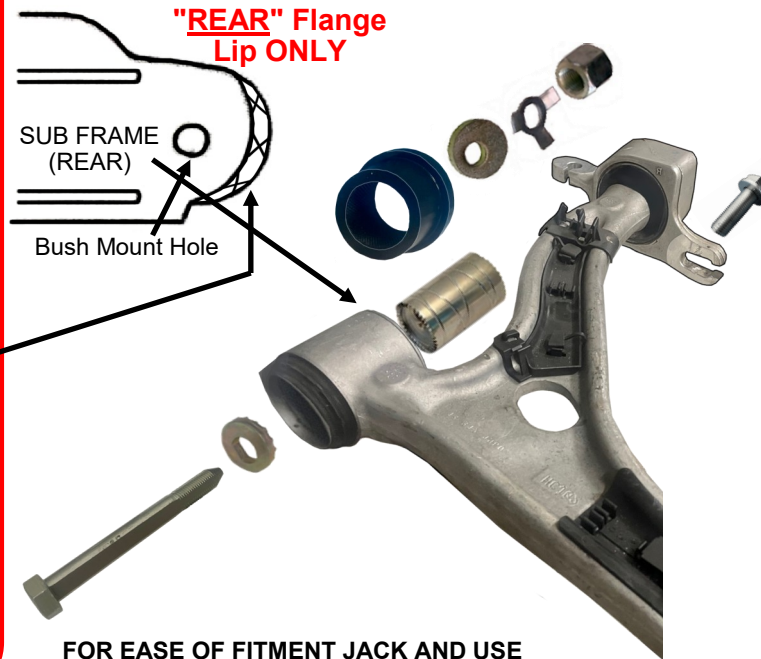
**NOTE: Minimum Camber (Resolve premature inner edge tire wear)**

**...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**

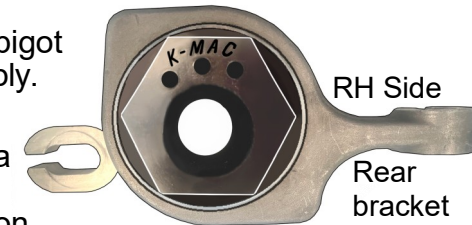
- A.** Unbolt and remove engine tray, then the 2 front "U" brackets that retain the anti-sway bar (so bar can be lowered to gain access to the bolt on each lower control arm FRONT BUSH).
- B.** Jack and support each control arm so that this front bolt can be removed. (Airmatic suspension - disconnect 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 arm - (Use 3 Jaw Puller) or 5/16" (8mm) drill bit to drill out rubber bush. If center tube firmly attached to arm "end spigot" - remove by using small disc grinder or cutting wheel to carefully slit length.**

**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 5/16" (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 OUT OR IN (Extra Pos. or Neg. Caster).**

**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 BOLTS 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.**

ALSO MNF. (Extra Adjustment Front Upper arm inner bushings. Extra 1.5 Pos. or Neg. Precise adjustment **#504016-3K**

### ALSO REAR KITS -

- Replacing the '4' rear lower arm (highest wearing) bushes providing precise single wrench adjustment Camber and Toe. Bush extraction tool included. (Replace without arm removal).
- Upper replacement arms Camber (and extra Toe) adjustment. **#504026N**

### 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  
 2 x Elastomer Hex

#### 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

**W166/X, C292 #504016**

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

Plus "Cost Effective" Replacement ....  
**'4' FRONT HIGHEST WEARING BUSHINGS**

- ✓ **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. **WISBONE**: 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 !*