

**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', Porsche '991'

#501926 - 209 (6/'04-'09), 203 (4/'04-'07) 51mm lower inner bush
#501626 - 140

FOR THE 1ST. TIME

REAR CAMBER (& EXTRA TOE) ADJUSTABLE BUSHINGS

Precisely Adjustable - Single Wrench

(accurately under load - direct on alignment rack)

• WITH 2½ TIMES THE LOAD BEARING AREA •

Installation should be carried out by a qualified person

- A.** Jack and remove rear wheels. Then lower vehicle onto "SAFETY STANDS".
Locate these stands one under each outer lower control arm mount, so aiding reconnection / lining up holes in Step i.
- B.** UNBOLT EXISTING TOE ARMS: Use bench vice and the '2' small tubes supplied to press out the INNER adjustable Toe bushes.

- C.** Clean hole and insert the new KMAC elastomer bushings. Now lubricate the steel inner bushes (only) with silicone grease supplied and insert. Reconnect Toe arms using the new KMAC 'D' shape bolts and cam washers supplied with the 'tab' lock washers under each nut.

C. TOE Bush Assembly

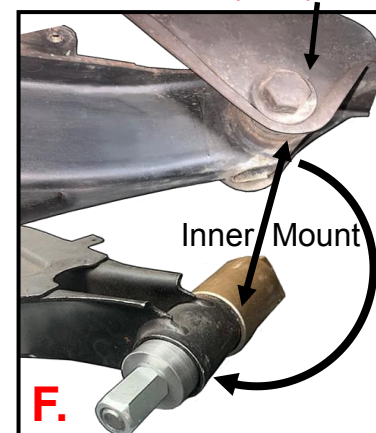


- D.** CAMBER: Securely position jack under a control arm (towards inner end). Then raise only sufficient to take up / support load.

- E.** Remove the inner bolt (initially halfway and re-adjust jack - up or down if necessary so minimal load on bolt to assist removal).

- F.** Slowly lower jack - sufficient only to expose bush in arm. Then install the KMAC threaded rod tool from FRONT (as in Pic) cup washer on REAR to extract bush. Use 18mm ext. socket (can be tight - use impact wrench if available).

E. Remove this (inner) bolt.



F. Lower arm - then install extraction tool.

- G.** Clean hole and insert the new KMAC elastomer bushings. Now lubricate the steel inner bushes (only) with silicone grease supplied and insert.

G. Camber bush assembly



- H.** For ease of bolt entry preferably rotate bush 'D' holes to 12 o'clock position. (Flat then is to Top).
- I.** Place the new cup washers (in above pic) on each end of elastomer bushes then jack to raise arm to line up holes (use "pointed end" screwdriver on opposite side of hole to accurately align while inserting the KMAC 'D' shape bolts - flat to Top.).

NOTE: "TOOTH" WASHERS: Place under head of bolt first - then prior to tab lock washer and nut.

WHEEL ALIGNMENT

SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM
(allowing accurate adjustment "under load" direct on Alignment turntable)

Make sure nuts are loose and rotate the bolt heads for both Camber and Toe. Once required settings obtained, hold head of bolts in this position and tighten the nuts to **81Nm (60ft/lbs)**

Then fold one of the 3 lock Tabs that lines up with the side of a nut

ESSENTIAL RECHECK MAKE SURE 4 NUTS ARE FULLY TIGHT

(Loose Nuts Cause Noise Noticeable Camber Change)

CHASSIS QUICK REFERENCE ALL '68-'20 Incl. AMG, Black Series

FINALLY - ON GOING / PRECISE ADJUSTMENT Resolve Steering Pull, Premature Edge Tire Wear

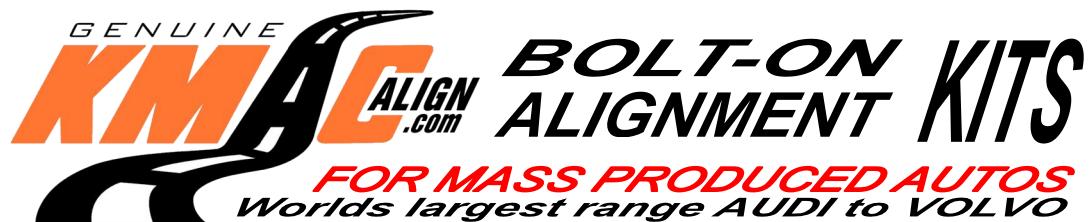
FRONT (CAMBER & CASTER) "EXTRA" ADJ. *Performance driving / Track days STRUT Susp. see below (Front Upper wishbone Susp. - See Page 7-11)

7	'10-'18	W212 / S, E200 - 500, E63, E65 AMG,	W218 CLS 250 - 550	#502916 K
7	'12-'18	Also Adjustable Strut Top Mounts - If Coil Spring Suspension	W218 CLS 63, 65 AMG.	#503116 K
		** ALSO UPPER ADJUSTABLE WISHBONE BUSH LISTING - SEE BOTTOM OF PAGE 6 & 7	Stage 2 (Street/Race)	#502916-2 L
			Stage 3 (Full Race)	#502916-3 L
6	'14-'20	W205 / A / C / S, **C180, C200, C220, C250, C300, C350		#502816 K
		**C300, C400, C450 / C43 AMG(4MATIC)		#503416 K
		**C63/C, 63S AMG		#503316 K
6	'16-'20	C253X GLC, C257 CLS AMG, 4MATIC (Popular A, B, CLA, GLA see below *)		#503416 K
	'13-'20	W213/S, C217/A, C238/A, W222 AMG, 4MATIC		#502816 K
6	'02-'19	R172, W204/X, C207/A, Incl. AMG & 'Black' Series (All 209 Incl. Black #503516K)		#502616 K
		Also Adjustable Strut Top Mounts - for C209 'Black' Series (only)	Stage 2 (Street/Race)	#502616-2 L
		Also Adjustable Strut Top Mounts - If Coil Spring Suspension	Stage 3 (Full Race)	#502616-3 L
		W204/X204, C207/A207 Incl. AMG, 'Black' Series	Stage 2 (Street/Race)	#503016-2 L
			Stage 3 (Full Race)	#503016-3 L
9	'98-'06	**W215 CL, **W220/S, W220/S		#502516 K
9	'95-'09	"4MATIC" - W210, W211 / S211, W220		#502416 K
6	'06-'14	**W216, **W221		#502316 K
9	'00-'19	R171, W203/A, **W211, C219, **R230 / 231		#502216 K
9	'95-'02	W210		#502116 K
9	'83-'02	R170, W202, C208 / A Incl. Chrysler Crossfire (300C, Charger, #502716 K)		#502016 J
9	'91-'99	W140 Has adjustment KMAC doubles adj. range		#501916 K
10	'82-'01	W124 / C124, R129, W201 Has adjustment KMAC doubles adj. range		#501716 J
		Also (124,129) Adjustable Strut Top Mounts (#501716-2 L, #501716-3 L)		
10	'77-'91	W123, W126 Camber only Has adjustment KMAC doubles adj. range		#501616 H

REAR (CAMBER & Extra TOE) • Upgraded Bushings 6 Multi link rear arms Page 14 • Upper Camber arms (and extra Toe) Page 12-14

12	'01-'20	W211/S211, W216, W219, W221, W222, R230, R231		#502526 K
12	'00-'20	W204/X (Black see below), W205/S, C207/A, W212/S, W213/S, 215, C217, W218, 220S, C238A, 253/X, 257CLS		#502226 K
12	'01-'19	C209 / A ('01-504), R171, R172	(33mm Lower Arm/Inner bush)	#502026 H
12	'04-'09	C209 / A (6/04-'09)	(51mm " " " ")	#501926 J
12	'07-'16	W204 / C209 ('Black' Series)	(33mm " " " ")	#501526 J
13	'91-'98	W140	(51mm " " " ")	#501626 J
13	'82-'03	W124 / C124, R129, R170, W201, W202, *C208, W 210		#502026 H
		Incl. Chrysler Crossfire (300C, Charger #502726 K) *A208 Convertible		#501426 i
13	4/04-'07	W203	(51mm Lower Arm/Inner bush)	#501926 J
13	00-3/04	W203	(33mm " " " ")	#502026 H
14	'68-'91	R107, W114, W115, W116, W123, W126		#501826 i

SUV, SPRINTER, VITO, A/B/CLA/AMG		FRONT	REAR	
SUV	W166/X166, W251, C292 } W164 / X164 W163 (Front Camber Only)	Front also replaces / strengthens the (costly) Lower / Inner Rear bushes!	11 #504016 M #503816 M #503916 G	14 #504026 K #504026 K #503926 i
Sprinter	W906 ('14-'20) Full Camber (& Caster) W906 ('06-'13) '4' lower arm bushes W903 ('95-'06) Camber Bolts Only ('06-'20) Non-Slip H/Duty	11 #505816 K #505716 K #505616 K #505016 C		
Vito	W639, 447, 448 ('10-'20) Strut Mounts Camber & Caster	11 #506016 L	14 #505226 K	
Metris	W639 ('04-'09) Camber Caster 4 lower arm bushes	#505116 K	#505126 K	
Valente	Camber Bolts Only ('04-'20) Front Non-Slip H/Duty W638 ('96-'03) Front Camber (Maxi Camb See Page 11)	#505016 C #120216 D	#505126 K #505126 K	
* A, B, CLA, GLA, 35, 45 AMG (W168/9, 176/7, 245/6/7, C117/18, X156)				
FRONT ('13-'20) Strut Top Mounts (Precise Camber & Caster)		7 #506116-2 L #506116-3 L #506116-4K		Have Rear Toe. KMAC provides also Camber & doubles Toe adjustment range.
Extra Camber & Caster (Race days) lower arm (inner)		11 #120216 D		
'98-'20 Front Camber Only (Maxi Camb)				
REAR ('13-'20) lower arm Camber (& extra Toe) bushes.			14 #506126 K #506126-2Q #506128 K #506128-1J	
Lower replacement arms Camber (& extra Toe)				
Trail Arm front bushes. Tauter response, traction				
Upated bushes - 6 Multi link arms. Tauter response, traction				



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FRONT - CAMBER & CASTER KIT ALSO MANUFACTURED

KMAC - ADJUSTMENT FOR THE 1st. TIME (Precise Single Wrench)

Tires are expensive - Reduce inner / outer edge wear - Improve traction - Finally, correctly resolve steering pull with ongoing adjustment for curb knock damage, altering height through load carrying or lowering, fitting wide profile tires / wheels.

A REVOLUTION IN SIMPLIFIED ADJUSTMENT

BUSH ROTATES INSIDE (stationary) OUTER SLEEVE means unlike other brands bushes can be inserted in any position! (not just one offset position of adjustment) allowing therefore precise change of adjustment.

KMAC UNIQUE PATENTED INTERLOCKING BOLT / BUSH DESIGN

GENUINE KMAC (Rear Camber with "extra" Toe adjustment)

1. Unlike upper Camber arms KMAC are designed to adjust lower arms.

Advantage is clearance top of tire to outer fender is maintained when wanting to reduce inner edge tire wear. Essential if wide profile tires / wheels fitted. **Also KMAC kits include extra Toe adjustment to compensate for the new Camber facility.**

2. Unlike virtually all other brands — we do not use solid "metal to metal" spherical bearings which transmit road noise, uncompromising ride harshness and prematurely pound out. Instead patented design long life elastomer bushings (with twice the load bearing of OEM bushings) allowing also tauter/improved handling response.