

**NOW CAN
ADJUST TIRE
'CONTACT'
ANGLES**

FINALLY FRONT & REAR ONGOING G.

IMPROVE TRACTION & EDGE TIRE WEAR

Camber, Caster Adjustment

AUDI TO VOLVO - Including Mercedes 'AMG', BMW 'M'

W212 - E200-550, E63, E65/S AMG

C218 - CLS 250-550, 63, 65 AMG

#502916K

W212/S, C218 (ALL 4MATIC) **#503616K**

FOR THE 1ST. TIME

FRONT CAMBER & CASTER ADJUSTABLE BUSHINGS

(Also replacing the '4' Front Highest wearing)

• **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 'F/G' pic)

Refer maintenance manual and observe all Safety procedures.

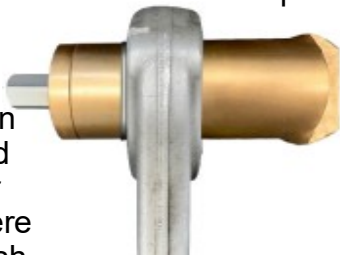
A. Jack and remove front wheels. Locate safety stands - one under each outer control arm mounts (to aid reconnection / lining up holes in step H & L).

CONTROL ARMS "CAMBER" - Lower inner bushes FIT WITHOUT NEED FOR 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 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 as above with hole at 12 O'clock.**

"RIGHT HAND" Frame Mount

Position Frame mount

INNER "STEEL" PLATES

(PAIR RH SIDE)
(PAIR LH SIDE)

CHECK (Front or Rear)
So Tabs fully seated.

SEE REVERSE

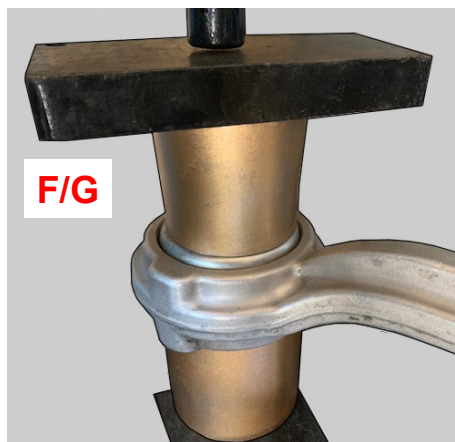
H. Reposition arms back inside frame then install tooth washer under bolt head **and insert bolts with 'D' shape flat to 'TOP' so lines up with 'D' hole flat position in bush.**



Tooth washer
Under bolt head

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.



F/G

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).
- Check Thrust Arm 'INSULATORS' evenly seated prior to tightening

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 Noticeable Camber Change)

OTHER POPULAR SUSPENSION UPGRADES **ALSO MANUFACTURED**

REAR - **Camber also for the first 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. **#502126K**

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. **#502628K**

FRONT **Replacement top Strut Mounts** for extra Camber & Caster adjustment - Track days (up to 3 degrees negative in the pursuit of hitting those corner apexes every time and deeper into the corners with improved traction and braking response).

STAGE 2 (STREET/RACE)

#502916-2L

STAGE 3 (FULL RACE)

#502916-3L



CAMBER & CASTER FOR THE 1ST TIME

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W212/S, C218 (ALL 4MATIC) **#503616K**

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

- ✓ **FRONT CAMBER** Up to 2°'s Pos. or Neg.
Resolve costly, premature edge tire wear
- ✓ **ADJUSTMENT** Precise "Single Wrench" on car
(unique Pat. design) no disassembly each time!
- ✓ **EXTRACTION TOOL** Fit without arm removal
- ✓ **BUSHINGS** 2½ times the load bearing area
 - Same time replacing the highest wearing
 - Noiseless, Long term, Maintenance free
- ✓ **CASTER** Monoball / 2 Axis without the need
for OEM oil & air voids. Significant
improvement to brake & steering response.
- ✓ **TRACK DAYS** Extra Neg. Camber & Track Width

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 !