



SIMPLY THE BEST

Resolving OEM Suspension Shortcomings since 1964 !

WORLDS LARGEST RANGE

ALWAYS 1ST. WITH THE LATEST DESIGN BREAKTHROUGHS !

FRONT - CAMBER (& Caster) REAR - CAMBER (& Extra Toe)

To Suit

MERCEDES

Incl. AMG / Black Series

Only Front & Rear Toe "Directional" Adjustment OEM (NEW CAR INDUSTRY'S BEST KEPT SECRET)

All to do with cost savings & ever increasing speed of assembly lines

FINALLY RESOLVING COSTLY, PREMATURE EXCESS "EDGE" TIRE WEAR ! (excess edge load can also cause ruptured side walls, rim damage)

*No more ongoing trips Dealers, Alignment shops, Constantly changing tire brands . . .

FRONT "STRUT" SUSPENSIONS

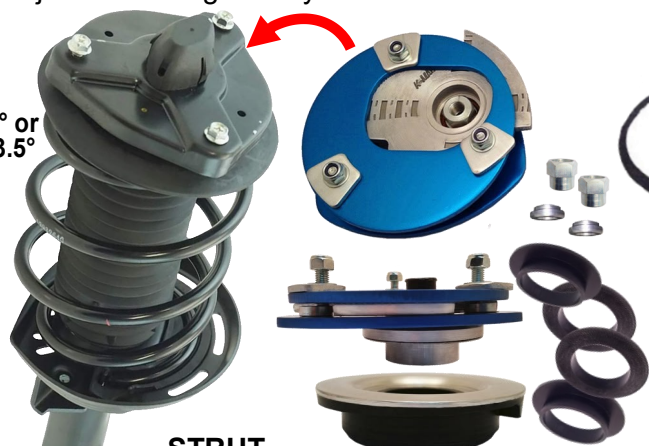
PRECISE CAMBER (& CASTER) PATENTED DESIGN

• STAGE 2 (STREET/RACE) • STAGE 3 (FULL RACE)

Fast Adjust From Engine Bay NO STRUT REMOVAL !

1968 to 2026 !

Pos. 1° or Neg. 3.5°



STRUT TOPS See Website re all the K-MAC unique features

K-MAC - Retaining security of the OEM high strength Forged Alloy Arms (Not welded / fabricated)

BUSHINGS

Page 7-11

Sedans, Coupes, SUV, Wagons, AMG/Black, Sprinter, Vito

FRONT "UPPER WISHBONE" SUSPENSIONS Precise Camber (& Caster) • INNER BUSHINGS



Plus Ultimate Lower Arm....

BUSHINGS

- Long Term Maintenance Free
- First Vehicle Items to Fail
- Resolving Rattles, Squeaks

NO SPECIAL TOOLS - FIT WITHOUT ARM REMOVAL ! K-MAC UNIQUE PATENTED DESIGN

CAMBER FRONT Lower Arm Inner Both mounts precisely single wrench adjustable accurately under load direct on alignment rack. Pos. or Neg. 2° (More than 4 times that of inaccurate 1 offset position OEM bolts).

& CASTER Forward facing Thrust arms. MONO BALL / 2 AXIS also providing significant improvement to brake & steering response !

REAR KITS

CAMBER ALSO FOR THE 1ST TIME (AND EXTRA TOE ADJUSTMENT)

Replacement Lower Arm Bushings. Precise single wrench adjustable. Easily accessible. Bush extraction tool included.

Advantage over upper Camber arms is retaining top of tire to outer fender clearance when adjusting to reduce inner edge tire wear. Cat. Page 12-15



Pos. or Neg. 2°'s

Upper "Camber" Arms. Not soft extruded aluminum. Instead hi-strength chromoly tube. NOTE: Does move top of tire OUT when wanting to reduce inner edge wear. TOP INWARDS when wanting to increase clearance to outer fender. Pos. or Neg. 6° Cat. Page 12-14



A,B,CLA,GLASeries Incl.AMG / 45

2012-2024 FRONT: Adj. Strut Tops Camber & Caster Stage 2 (Street / Race), Stage 3 (Full Race).

REAR: Camber & Extra Toe Kits Also Rear Trail Arms Mono Ball Bushings Page 14

Upated bushings The '6' Rear Multi link arms. Less twitch / flex, loss of traction. Especially applying power to lane change / overtake. All models Page 15

TOTAL SYSTEM - ONE SOURCE

Adjustable Bushings, Strut Tops, Wishbones, Location Rods

AUDI to VOLVO - Experience Resolving OEM Suspension Shortcomings Since 1964 !

K-MAC "MODEL to CHASSIS" All '68-'26 incl. AMG & Black Series ②

AMG GT 4 Door			
X290	2018 - 2026		
4 Door 43/50/53/63/63S/E			
A Class			
W168	1997 - 2004		
A 140 / 160 / 190 / 210 / A 160 / 170 CDI			
W169	2004 - 2013		
A 150/A/170/A 200 A/160/A/180/A 200 CDI			
W176	2012 - 2019		
A 180 A 200 A 250 A 160/ A 180/ A 200/			
A 220 CDI, A 250 Sport, A 45 AMG			
W177	2019 - 2024		
A 180/200/220/250/35/45/S AMG 4MATIC			
B Class			
W245	2005 - 2011		
B160 / 170 / 180 / B200 / CDI			
CLA Class			
C117, C118	2013 - 2024		
CLA 180 / CLA 200 / CLA 250 / CLA45 AMG			
CLA 200/CLA 220 CDI / CLA 250 4MATIC			
C Class, CL, CLC, CLE, CLK, CLS			
W202	1993 - 2000		
C 180 / 200 / 220 / 230 / 240 / 250 / 280			
C200 / C220 / C270 CDI C200 / C230 Kompressor			
C 36 AMG / C 43 AMG / C 55 AMG			
W203	2001 - 2007		
C 160 C 180 C 230 C 240			
C 280 C 320 C 350 C 200 CGI			
C 200 / C 220 / C 270 CDI / C 32 AMG			
C 55 AMG / C180 / C200 / C230 Kompressor			
CLC 160 / CLC 230 / CLC 250 / CLC 350			
CLC 180 / CLC 200 / CLC 230 Kompressor			
W204	2007 - 2014		
C180 / C200 / C220 / C230 / C280 / C300 / C350 /			
C200 / C220 / C300 / C350 CDI Incl. 4MATIC			
C63 AMG, C63C AMG / Black Series			
A/C/S/W205	2015 - 2024		
C180/ C200/ C220/ C250/ C300/ C350/ C400/ C450			
C220, C250, C300, 350, 400, 450 / C43 AMG 4MATIC			
C63/C, 63S AMG			
W206	2022 - 2026		
C180/ C200/ C220/ C260/ C300/ C400/ C43/ C63S			
C217 / A217	2014 - 2020		
S 500 / 550, S63 AMG 4MATIC, S63 / S65 AMG			
CL Class			
W215	2000 - 2006		
CL 500 / CL 600 / CL 55 AMG / CL 63 AMG			
CL 65 AMG			
W216	2006 - 2014		
CL 500 / CL 600 / CL 500 4MATIC			
CL 63 AMG CL 65 AMG			
CLE Class			
C236/A, 220, 300, 53, 63 AMG 2024-2026			
CLK Class			
C208 / A208	1997 - 2010		
CLK 200 / CLK 320 / CLK 430 / CLK55AMG			
CLK 200 / 230 Kompressor			
C209 / A209	2002 - 2009		
CLK 320 / CLK 350 / CLK 500			
CLK 270 CDI/CLK 55/63 AMG/BLACK			
C207 / A207	2009 - 2017		
E 200/220/250/300/320/350/400/500			

CLS Class	
C219	2004-2010
CLS 280 / 300 / 350 / 500 / 550 / 55/63 AMG	
C218	2012 - 2018
CLS 350/400/500/550. CLS 250/350 CDI / 4MATIC	
CLS 550 4MATIC CLS 63 / 65 AMG	
CLS 350 / 500 / 550. CLS 250 / 350 CDI / 4MATIC	
C257	2018-2024
CLS 300 / 350 / 400 / 450 / 53 AMG, 4MATIC	
W123	1976 - 1986
200 / 230 / 250 / 280 / 230C / 280C /	
300CD / 230CE / 280CE / 200D / 240D	
300D / 230E / 280E / 200T / 220T / 230T	
250T / 240TD / 300TD / 230TE / 280TE	
E Class	
W124 / C124	1984 - 1996
200E / 220E / 230E / 260E / 280E / 300E	
320E / 400E / 500E / 200D / 250D / 300D	
200CE / 230CE / 300CE / 320CE / 200T /	
200TD / 250TD / 200TE / 230TE / 280TE	
300TE / 320TE / E 200 / E 220	
E250 / E 280 / E 320 / E 420 / E 500	
260E / 300D / 300E / 300TE 4MATIC E 60 AMG	
W210	1996 - 2002
E 200 / 240 / 280 / 300 / 320 / 420 / 430	
E 220D / 290TD / 300TD. E36/50/55/60 AMG	
W211 / S211	2001 - 2009
E 240/280/320/350/500/550 Incl. 4MATIC	
E 200 / 220 / 280 / 320 CDI Incl. 4MATIC	
E 55AMG E 63 AMG E 200 Kompressor	
W212 / S212	2009 - 2016
E 300 / 350 / 500, E 200 / 220 / 250 / 350 CDI	
E 200 / 250 / 350 CGI E 300 CD E 550	
E 350/ 400/ 500 4MATIC E 63 / 65/S AMG	
W213 / S213 / C238	2016-2022
E200/E220/E300/E350e/E400/E 450 4MATIC	
E43 AMG / E53 / E63 / E63'S' AMG	
E200d / E220d / E300d / 350d / E400d 4MATIC	
W214	2023 - 2026
E200/E220/E300/E350/E400/E450/E53 4MATIC	
EQ CLASS	
EQC N293, EQE X293, EQS V297 2019 - 2024	
GLA Class	
W463/A, W464 incl G63 AMG 1990 - 2026	
G Class	
156X	2014 - 2020
GLA 180 / 200 / 250 GLA 250 4MATIC	
GLA 180 / 200 / 220 CDI, 220 CDI 4MATIC	
GLA 45 AMG	
GLB Class	
247 / X	2019 - 2024
GLB 180, 200, 220, 250, 35 AMG 4MATIC	
GLC Class	
C253 / X	2016 - 2022
GLC 220, 250, 300, 350, 43, 63/S incl. AMG / 4MATIC	
C254 / X	2022 - 2026
GLC 200, 220, 300, 400, 43, 63	
GLE Class	
W166, W167, C292, C293 2011-2024	
GLE 250/ 300/ 320/ 350/400/ 450/ 500/ 580.	
GLE 43/ 53/ 63 AMG	
GLK Class	
X204	2008 - 2016
GLK 200 / 220 CDI	

GLK 220 / 250 / 320 / 350 CDI Incl.4MATIC			
GLK 280 / 300 / 350 Incl. 4MATIC			
GL / GLS Class			
X164, X166, X167, Maybach 2006 - 2026			
GL/GLS 350/400/450/500/550/580/600.			
63 AMG 4MATIC			
ML Class			
W163	1997 - 2005		
ML 320 ML 350 ML 430 ML 500			
ML 270 / 400 CDI ML 55 AMG / 63 AMG			
W164	2006 - 2011		
ML 300 / 350 / 450 CDI / 63 AMG			
ML / GLE Class			
W166, W167, C292, C293 2011 - 2024			
R Class			
W251	2005 - 2013		
R 280 / 320 / 350 / 500. 300 / 350 CDI. 63 AMG			
S Class			
W116	1972 - 1980		
280S 280SE 450SE 300SD			
280SEL 350SEL 450SEL			
W126	1979 - 1992		
260SE / 280SE / 300SE / 380SE / 420SE			
500SE / 560SE / 260SEL / 280SEL / 300SEL			
380SEL / 420SEL / 500SEL / 560SEL			
300SD / 300SDL / 420SEC / 500SEC / 560SEC			
W140	1991 - 1999		
300SE 400SE 300SEL 400SEL			
500SEL 600SEL 500SEC 600SEC			
300SD S 280 S 300 S 320			
S 420 S 500 S 600			
W220	1998 - 2006		
S 280 / 320 / 350 / 420 / 430 / 500 / 600			
S 320 CDI S 350 / 430 / 500 4MATIC			
S 55 AMG S 63 AMG S 65 AMG			
W221	2005 - 2014		
S 220 / 350 / 400 / 450 / 500 / 550 / 600			
S 250 / 320 / 420 CDI. S 63 / 65 AMG			
W222, W223 Maybach 2013 - 2026			
S 220/ S 350/ S 400 S/ 450/ 480/ 500 / 560			
S 500 / 560 / 580 / 600 / 680 4MATIC			
S 63 AMG S 65 AMG S 63 AMG 4MATIC			
SL / SLC Class			
R107	1971 - 1989		
280SL/300SL/350SL/380SL/420SL/500SL			
560SL/280SLC/350SLC/380SLC/450SLC			
R129	1989 - 2001		
SL 280 / 300 / 500 / 600 SL 60 AMG			
R230	2001 - 2011		
SL280/300/350/500/550/600. SL55/63/65 AMG			
R231	2012 - 2020		
SL 350 / 500 / 550 SL 63 / 65 AMG			
R172 SLC 300 2016-2020			
SLK Class			
R170	1996 - 2004		
SLK 200 SLK 230K SLK 320 SLK 32 AMG			
R171	2004 - 2010		
SLK 200 SLK 280 SLK 350 SLK 55 AMG			
R172	2011 - 2020		
SLK 200/250/350. SLK 250 CDI, SLK 55 AMG			
190 Class			
W201	1982 - 1993		
190E 2.3 190E 2.6 190E 2.3-16			
190D 2.2 190D 2.5 190D Turbo			

FINALLY C63'S AMG

FRONT & REAR - Up to 2°s "Extra Pos. or Neg.

With K-MAC Now "Can Adjust" Camber & Caster !

Jetzt können Einstellungen angepasst werden

30mm abgesenkt
1.5° vorne & 1° hinten
Negativ Kammer

30mm Lowered
1.5° Front & 1° Rear
Negative Camber

ODER TRACK DAYS

"Extra" Neg. Kammer
und Spurweite !

OR TRACK DAYS

"Extra" Neg. Camber
And Track Width !

FRONT	Camber (Only)	#503316-1i
	Camber & Caster	#503316K
REAR	C63 'S' Coupe Camber	#502326-1L
	(incl. Extra Toe and No Flex)	
	Sedan / Wagon (incl. Extra Toe)	#502226K
	Sedan, Wagon No Flex Toe Arms	#502326-3J
	(fit with above #502226K kit)	

- **FRONT CASTER BUSHES ARE MONOBALL....**
Self Aligning Improving Brake & Steering Response !
- **WITH K-MAC - FIT WITHOUT ARM REMOVAL...**

FAST - SINGLE WRENCH ADJUSTMENT

C63 'S' OWNERS SAY:

- **You need to fit KMAC Camber Kits to preserve Tires.** 3 sets in 18 months. Now perfect wear across front and rear after another 18 months, seriously worth fitting".
- **"Purchased a front kit from KMAC for my C63 S** so that I could dial in some front Camber for track events Great system. Well engineered and I am happy with it. It was also priced fair. I highly recommend them".
- **"Michelin Pilot Sport 4 AS** and can highly recommend KMAC. I have their rear Camber kit and it completely corrected my rear suspension (camber & toe), especially after lowering. All components are excellent quality, *totally worth it*. No more rear inner uneven tire wear".
- **"I highly recommend K-MAC** super high quality kit and customer service if you need it. After lowering my W205 I did the K-MAC camber kit (it needed it) and had my camber set at 0.5% degrees negative and zero toe for best tire wear. The wear was perfectly spread across the tread after 5K miles".
- **"Another thing I like** about the K-MAC kit is the camber is adjusted on the lower A-arm as opposed to other methods that use the upper A-arm. This allows you to adjust the camber by moving the bottom of the wheel in and out, as opposed to moving the top of the wheel in and out which can affect tire-to-fender clearance".
- **"I have 10 track days** in the last 8 months on my front and rear kits.... they have held up great. My local race shop checks my alignment. I'm pleased how just installing these with a KW kit has transformed my car".
- **"....went to another track day** with my new set up. The Camber kits held up phenomenally.... thanks K-MAC. Ended up getting 2nd place".



MBWORLD Mercedes Benz Forum

2015-2023 C63'S' AMG
Thunder Hill Raceway
California

"Can definitely say that the K-MAC kit is the best and is what I use. Take a look at my Thunderhill track day thread and you can see all the mods I have done to make my car perform better on track. Without a doubt, the K-MAC camber kit was one of my best bang for the buck mods I did. If I remember correctly, I was able to get about -2.5 or 2-75 on the front and that was night and day on the trackif you plan to track your car, get this kit. If you just want a bit more performance on the street, get this kit - Kurt."

sales@k-mac.com 1888 847 9099



Experience of Resolving OEM Suspension Shortcomings (and costs) since 1964

STREET / RACE FINALLY RESOLVE EDGE TIRE WEAR, GAIN TRACTION !

"TOTAL SYSTEM" - W204X, C207, C63 AMG, BLACK

Today's Auto's only Front & Rear Toe "directional" adjustment - even exotic BMW 'M', Mercedes 'AMG'. No Camber or Caster essential to adjust tire contact angles. All to do with cost savings & ever increasing speed of auto assembly lines. Excess edge load can also lead to ruptured side walls, rim damage.

Nothing Comes Close Re Biggest, Quickest, Strongest Adjustment Systems....

FRONT BUSHINGS
No Need For Arm Removal
CAMBER (& CASTER)

#502616M INCL. BLACK \$595
OR
'CAMBER' ONLY
Less cost than 1 Hi-performance tire
#502616-1G
\$345
2°'s POS/NEG



THE 4 LOWER ARM INNER BUSHINGS (highest wearing). Precise single wrench adjustable Pos. or Neg. - Race days adjust to reduce understeer and up to 40mm extra track width. Caster bushes are 2 axis Mono ball for significant improvement to brake and steering response (with more than twice the load bearing impact area of spherical bearings that soon pound out).

FRONT STRUT TOPS CAMBER (& CASTER)
No Mods - Fast adjust engine bay. K-MAC unique Pat. design

3.0° NEG 1° POS
***Coil Susp.**
INCL. AMG & BLACK SERIES
#502616-2L \$545



STAGE 2 (STREET / RACE)
UNLIKE ALL OTHER BRANDS not steel or soft billet alloy. Instead ultimate very highest aircraft 7075 aluminum. Centers "encased in elastomer", and replaceable. Included also separate H/Duty (85mm diam.) fully sealed thrust bearings for "steering loads" and to prevent spring drag, binding. K-MAC also designed to fit with OEM diam. springs and all popular brands of coil overs 60" to 70" diam.

3.0° NEG 1° POS
***Coil Susp.**
INCL. AMG BLACK SERIES
#502616-3L \$545



STAGE 3 (FULL RACE)
ALL THE STAGE 2 FEATURES but no elastomer / flex for tauter / quicker response times, more effective shock control. Again setting new standards, massive 30mm I.D. Self align spherical bearings PTFE lined replaceable and designed for minimal stack height.

***REAR "LOWER ARM" CAMBER (& EXTRA TOE) KITS**

EXTRA TOE adjustment to compensate for the new Camber facility. This Series 2 kit designed to install without need for arm removal. K-MAC inventors, Patentee's of "Single Wrench" - Bush Adjustmen (precise accurate - under load) . No more what has plagued the industry for years - the time consuming need to disassemble, then trial and and error reposition bushings each time to achieve a new setting.

#502126K \$495 (INCL. BLACK)
2°'s POS/NEG



***OR REAR "UPPER" CAMBER ARMS ...And Extra Toe Adjustment to compensate.**

K-MAC not soft extruded or billet aluminum but ultimate Hi - Strength Chromoly tube along with Hi performance bushings (K-MAC experience of manufacturing "Performance" bushings since 1964). These bushings designed to outperform Delrin or Spherical bearings that with their wafer thin teflon liners soon pound out.

***CHECKLIST - "Lower" ARMS Verses "Upper" ARM ADJUSTERS.** When wanting to resolve Costly, Premature Inner Edge Tire Wear. Lower arm "RETAINS" Important clearance top of tire to outer fender. Upper arm REDUCES clearance. Along with LOWER arms easier to install / adjust. Ultimate fast / accurate - direct on alignment rack (under load).

REAR "UPRATED" TOE ARMS No flex / Toe change under cornering (Use in conjunction with above **#502126K** Rear Camber and Toe kit). **#502326-3J** \$380 (INCL. BLACK)

REAR SUBFRAME BUSHES
Designed to replace the soft rubber air voided OEM bushings to further resolve unwanted rear end flex / twitch / loss of traction. With K-MAC no need for time consuming fabrication of special tools for removal - Extraction tools included! (fit without subframe removal)
#503028Q \$890 (INCL. BLACK)



REAR UPDATED BUSHINGS FOR THE "6" MULTI LINK ARMS
This popular kit provides less twitch / flex, loss of traction. Especially when applying power to lane change / overtake. Bushings outperforming short life Delrin or Spherical bearings **#502628K** \$495 (INCL. BLACK)



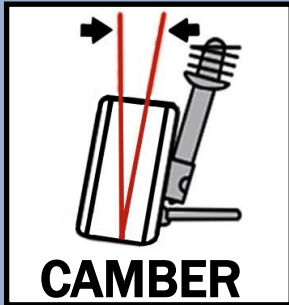
REAR DIFF BUSHES Eliminating flex yet unlike solid urethane are Monoball / 2 Axis self aligning (Remove / Fit using "subframe" extraction tool) **#503228J** \$395 (INCL. BLACK)

STREET (or RACE) - Allowing to hit those corner apex's every time and go deeper into the corners with Increased traction & braking response - in the pursuit of front row of the grid lap times !

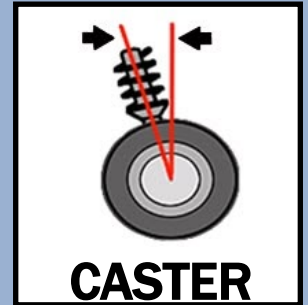
'4' WHEEL ALIGNMENT TODAY'S AUTO'S

IS NOW ONLY 'TOE' - **"DIRECTIONAL"** ADJUSTMENT

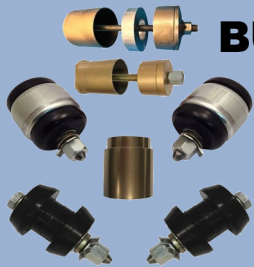
Even Performance BMW 'M' & 'AMG' MODELS !



ALL TO DO WITH
Cost cutting & ever
increasing speed of
"New Car Assembly Lines"



CATALOG *Suit virtually all 1968 to 2026 !* **MERCEDES BENZ**



BUSHINGS

STRUT TOPS



WE DID IT

Re Establishing
FRONT & REAR "CAMBER / CASTER"
ALLOWING TO ADJUST TIRE "CONTACT ANGLES"

RESOLVING

COSTLY, PREMATURE, EXCESS EDGE TIRE WEAR
*Through high Cambered roads, Altered height, Wide
profile tires, Performance driving or Curb knock damage.*

● **ACTUAL INVENTORS / PATENTEE'S** ●

- **BUSHINGS:** Single Wrench - Precise On Car Adjustment
- **STRUT TOPS:** Biggest & Quickest Adjustment System
- **'A' ARMS/WISHBONE:** "Ball Joint" Adjustment System

BUSHINGS - WITH K-MAC NO SPECIAL TOOLS AND NO ARM REMOVAL !

AUDI to VOLVO

(chances are we make it)

Experience of Resolving OEM
Suspension Shortcomings Since 1964

1888 847 9099 (24/7)
sales@k-macalign.com
www.k-macalign.com

**'NO'
USA
Duty!**

GENUINE
K-MAC ALIGN
.com
STREET / RACE

FIGHT BACK - Proudly "MANUFACTURING" - Not Relabelled Imports !

SUV, SPRINTER, VITO, A/B/CLA/GLA AMG		FRONT		REAR	
'G' Class	W463/A, W464 incl G63 AMG ('19-'26) Caster & Camber W463 ('90-'18) Solid Axle - Caster precisely adj. (not '1' offset)	#507516 P \$795 #507416 M \$595			
SUV	**W167 / X, V167 GLE/GLS, C293, Maybach GLS 600 **W166 / X GLE, GLS. C292 **W164 / X, ML W251 W163 M GLE (FRONT - Camber only)	11 #504216 P \$795 #504016 N \$695 #503816 N \$695 #503916 J \$395	14 #504226 N \$695 #504126 N \$695 #504126 N \$695 15 #503926 J \$395	REAR incl Maybach (Page 14)	
Sprinter	W907, W910 ('19-'26) incl. 'E' Strut Mounts Camber Adjustable W906 ('06-'18) Camber & Caster ('4' lower arm bushes) W903 ('95-'06) Camber & Caster ('4' lower arm bushes)	11 #505816 M \$595 #505716 L \$545 #505616 L \$545		Also see Page 11 (Front Camber ONLY)	
Vito Metris Valente	W447, 448 ('14-'26) incl. 'E' Strut Mounts Camber & Caster W639 ('03-'14) Lower arm bushes Camber & Caster W638, W639 ('96-'14) Front Camber only (See page 11)	11 #506116 L \$545 #506016 L \$545 #120216 D \$145	14 #506126 K \$495 #506026 K \$495		
2018-2026	W177/A35/45/S, C118 CLA, 247B/X GLA STRUT TOPS (Precise Camber & Caster) STAGE 2 (STREET/RACE) STAGE 3 (FULL RACE) Extra Camber & Caster (Race days) Lower Arm (Inner)	12 #506216-2L \$545 #506216-3L \$545 #506216-4M \$595			
2012-2020	W176/A45, C117 CLA, B246, X156 GLA STRUT TOPS (Precise Camber & Caster) STAGE 2 (STREET/RACE) STAGE 3 (FULL RACE) Extra Camber & Caster (Race days) lower arm (inners) '98-'20 Front Camber Only (See Page 11)	8 #506116-2L \$545 #506116-3L \$545 #506116-4K \$495 11 #120216 D \$145	14	Have Rear Toe. K-MAC provides also Camber & doubles Toe adjustment range.	
	REAR ('12-'20) lower arm Camber (& extra Toe) bushes. Trail Arm front bushes - Contain side load / G Forces Up rated bushes (8) - With above kits eliminates rear end flex				

Reinstate Front Camber & Caster, Rear Camber (& extra TOE)

OWNERS SAY

- I've run the K-MAC bushings on the front end for over 66 000 miles (>100,00 kilometers). K-MAC beats the OEM hands down. I'm glad I invested in them. Over 66.000 miles and I still have not had to adjust the front Camber. On a Mercedes, I now regard that as great!
- **C63S AMG W205** - "You need to fit K-MAC Camber Kits to preserve Tires. 3 sets in 18 months. Now perfect wear across front and rear after another 18 months, seriously worth fitting".
- "Purchased a front kit from K-MAC for my C63 S so that I could dial in some front Camber for track events Great system. Well engineered and I am happy with it. It was also priced fair. I highly recommend them".
- "Michelin Pilot Sport 4 AS and can highly recommend K-MAC. I have their rear Camber kit and it completely corrected my rear suspension (camber & toe), especially after lowering. All components are excellent quality, *totally worth it*. No more rear inner uneven tire wear".
- "I highly recommend K-MAC, super high quality kit and customer service if you need it. After lowering my W205 I did the K-MAC camber kit (it needed it) and had my camber set at 0.5% degrees negative and zero toe for best tire wear. The wear was perfectly spread across the tread after 5K miles".
- "Another thing I like about the K-MAC kit is the camber is adjusted on the lower A-arm as opposed to other methods that use the upper A-arm. This allows you to adjust the camber by moving the bottom of the wheel in and out, as opposed to moving the top of the wheel in and out which can affect tire-to-fender clearance".
- "I have 10 track days in the last 8 months on my front and rear kits.... they have held up great. My local race shop checks my alignment. I'm pleased how just installing these with a KW kit has transformed my car".
- "...went to another track day with my new set up. The Camber kits held up phenomenally.... thanks K-MAC. Ended up getting 2nd place".
- **CLS 55 AMG W219** - "Used to be 6-10k down to the cords. Bought K-MAC bushings and started doing my own alignments, now it's 30+. That's a whole year for me. I went through 6 grand worth of tires in the first 2 years of ownership. Had to take control of the situation."
- **C63 AMG W204** - "Talk all you want about toe in/out.... negative Camber would factor in. 2nd premature replacement of tires.... 'C' is a daily driver, commute 50+ miles one way. Replacing tires after 7-8 months getting annoying. Now able to get full degree positive camber. Quality.... K-MACs seemed much better material to the OEM items removed.."
- **S63 AMG W222** - "K-MAC The best overall solution for your alignment dilemma.... allow you to experience the vehicle in a way that is only described as transformational.... Your budgeting for tires can be as much as 4x lower.... you need the new tires when you can see the steel cords about to render the vehicle undrivable from a safety standpoint. You express your displeasure to the service Adviser.... \$2,600 set of tires.
- **CLK 55 AMG W209** - "Factory set up caused the outside edges of the tires to wear excessively..."
"Ride quality is significantly improved, steering input is instant and responsiveness is fantastic."
- "I installed the K-MAC front kit yesterday. I was impressed with the quality, and the parts to help remove the old bushings and install the new ones were a life saver. The kit has enough adjustment to completely fix the front camber on my lowered CLK55. I have the rear kit ready to go for next weekend."
- "Have the K-MAC rear kit now for 4-5 years and they've been great. Getting 30K miles where used to be 12K
- **GLA 45 AMG X156** - "Just want to thank you guys. Stunning - track days difference is night and day".
- **E63 AMG W211** - "The E63 Mercedes that we installed the K-MAC bushings on. . . And lowered it one inch. It is unbelievable how well it handles now. They should build cars that way from the factory!"
- **E320 W211** - "I'd endorse K-MAC any time; so much control / adjustment available. I had everything professionally installed of course. Nothing out there matches K-MAC bushings; it was money worth spent."

K-MAC - EXPERIENCE OF RESOLVING OEM SUSPENSION SHORTCOMINGS SINCE 1964!

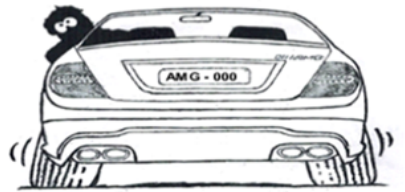


FINALLY FRONT & REAR ONGOING

NOW CAN ADJUST
TIRE CONTACT ANGLES !

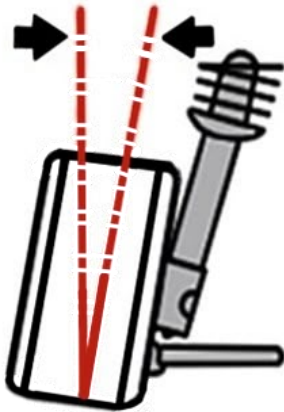
Camber, Caster (and extra Toe)

AUDI TO VOLVO



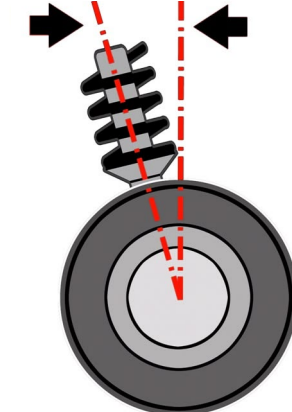
MAJORITY TODAY'S AUTO'S ONLY HAVE BASIC 'TOE' "Directional Adjustment"

Even Exotic BMW 'M' / Mercedes 'AMG'



CAMBER Plus CASTER

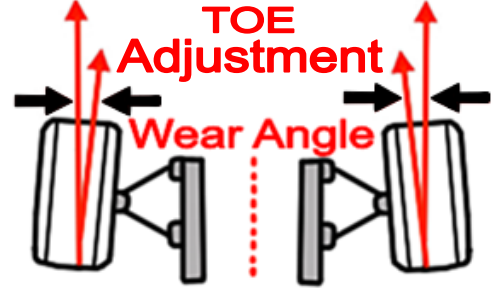
Adjusts tire "contact angle." **Correctly compensates** for costly, premature edge wear / Improves traction.



ALLOWS improved High speed directional stability along with

Mit der Spureinstellung alleine wird nur die Verschleissposition verschoben

Direction of Travel



(NOT JUST "TOE")

Existing (**directional adjustment**) only alters wear position but increases the overall wear rate.

Better steering Response, Resolving steering pull, with Quicker turn in and Reduced Dive / Lift on Brake / Acceleration

With KMAC - Fix it Right the 1st. Time!

AGAIN - FULL FRONT & REAR ALIGNMENT MEANS JUST THAT



Costly Premature Excess Edge Tire Wear
Going from Dealer / Alignment shop to the next
Constantly Changing Tire Brands



www.kmacalign.com

AVAILABLE FROM

sales@kmacalign.com

Acura, Alfa Romeo, Audi, Bentley, BMW, Chrysler, Daihatsu, Datsun, Ford, General Motors, Holden, Honda, Hyundai, Infiniti, Kai, Lexus, Mazda, Mercedes, Mini, Mitsubishi, Nissan, Porsche, Proton, Opel, Land Rover Discovery, Evoque. Pontiac, Rolls Royce, Rover, Saab, Scion, Seat, Skoda, Subaru, Suzuki, Toyota, Tesla, Triumph, Volkswagen,



SIMPLY THE BEST

Resolving OEM Suspension Shortcomings since 1964 !

WORLDS LARGEST RANGE

ALWAYS 1ST. WITH THE LATEST DESIGN BREAKTHROUGHS !

FRONT - CAMBER (& Caster) REAR - CAMBER (& Extra Toe)

To Suit

MERCEDES

Incl. AMG / Black Series

Only Front & Rear Toe "Directional" Adjustment OEM (NEW CAR INDUSTRY'S BEST KEPT SECRET) All to do with cost savings & ever increasing speed of assembly lines

FINALLY RESOLVING COSTLY, PREMATURE EXCESS "EDGE" TIRE WEAR ! (excess edge load can also cause ruptured side walls, rim damage)

*No more ongoing trips Dealers, Alignment shops, Constantly changing tire brands . . .

FRONT "STRUT" SUSPENSIONS PRECISE CAMBER (& CASTER) PATENTED DESIGN • STAGE 2 (STREET/RACE) • STAGE 3 (FULL RACE) Fast Adjust From Engine Bay NO STRUT REMOVAL !

1968 to 2026 !



Pos. 1° or Neg. 3.5°

STRUT TOPS See Website re all the K-MAC unique features

K-MAC - Retaining security of the OEM high strength Forged Alloy Arms (Not welded / fabricated)

BUSHINGS Page 7-11

Sedans, Coupes, SUV, Wagons, AMG/Black, Sprinter, Vito

FRONT "UPPER WISHBONE" SUSPENSIONS Precise Camber (& Caster) • INNER BUSHINGS



Plus Ultimate Lower Arm....

BUSHINGS - Long Term Maintenance Free - First Vehicle Items to Fail - Resolving Rattles, Squeaks

NO SPECIAL TOOLS - FIT WITHOUT ARM REMOVAL ! K-MAC UNIQUE PATENTED DESIGN

CAMBER FRONT Lower Arm Inner Both mounts precisely single wrench adjustable accurately under load direct on alignment rack. Pos. or Neg. 2° (More than 4 times that of inaccurate 1 offset position OEM bolts).

& CASTER Forward facing Thrust arms. MONO BALL / 2 AXIS also providing significant improvement to brake & steering response !

REAR KITS CAMBER ALSO FOR THE 1ST TIME (AND EXTRA TOE ADJUSTMENT)

Replacement Lower Arm Bushings. Precise single wrench adjustable. Easily accessible. Bush extraction tool included.

Advantage over upper Camber arms is retaining top of tire to outer fender clearance when adjusting to reduce inner edge tire wear. Cat. Page 12-15



Pos. or Neg. 2°'s

Upper "Camber" Arms. Not soft extruded aluminum. Instead hi-strength chromoly tube. NOTE: Does move top of tire OUT when wanting to reduce inner edge wear. TOP INWARDS when wanting to increase clearance to outer fender. Pos. or Neg. 6° Cat. Page 12-14



A,B,CLA,GLASeries Incl.AMG / 45 2012-2024 FRONT: Adj. Strut Tops Camber & Caster Stage 2 (Street / Race), Stage 3 (Full Race).

REAR: Camber & Extra Toe Kits Also Rear Trail Arms Mono Ball Bushings Page 14

Upated bushings The '6' Rear Multi link arms. Less twitch / flex, loss of traction. Especially applying power to lane change / overtake. All models Page 15

TOTAL SYSTEM — ONE SOURCE

Adjustable Bushings, Strut Tops, Wishbones, Location Rods

AUDI to VOLVO - Experience Resolving OEM Suspension Shortcomings Since 1964 !












FRONT KITS

Incl. all AMG, Black Series (Extraction/ Insertion tools included) 7
FIX PREMATURE EDGE TIRE WEAR, STEERING PULL, IMPROVE TRACTION
REDUCE DIVE / LIFT UNDER BRAKE/ACCELERATION, IMPROVE HI-SPEED CONTROL

*** Factory (Front Only) Offset bolts provide minimal 0.3 deg. and inaccurate having one offset position**

Incl. all Airmatic, ABC, 4 Matic BUSHINGS also 2 axis / Mono Ball where applicable

<p>FRONT ULTIMATE "LOWER ARMS" ADJ. BUSHES - CAMBER (& CASTER) 2018-2026 AMG GT 4 Door 2015-2022 W205(C) C180,C200,C220,C250,C300,C350 4MATIC - C220, C250, C300,C400,C450/C43 AMG C63/AC/S AMG Sedan, Wagon, Coupe OR Budget (Camber only) Pair OR Budget (Camber only) Pair OR Budget (Camber only) Pair OR Budget (Camber only) Pair <ul style="list-style-type: none"> •OR PRICED RIGHT "UPPER 'A' Arms" (EXTRA ADJ.) INNER BUSHES- CAMBER (& CASTER) Precisely adjustable (On Coil spring models - can fit without arm removal). •Safety, security of retaining OEM Hi strength alloy arms (not welded fabricated) </p>	 <p>2" s POS/NEG</p>  <p>2" s POS/NEG</p>	<p>#503416-3M \$595 #503416-1J \$395 #502816 M \$595 #502816-1J \$395 #503416 M \$595 #503416-1J \$395 #503316 M \$595 #503316-2 J \$395</p>
<p>FRONT ULTIMATE "LOWER ARMS" ADJ. BUSHES - CAMBER (& CASTER) 2022-2026 4MATIC C254 GLC 300, 43, 63/S. W206 C180-400, C43, 63/S, W214 E200-450, E53, C236, 200, 450, 53. EQE 350, 500, 53 C254 200-400e, W206 180-350, W214 200-450, C236 200-450. EQE 300-350 2021-2026 EQS 350, 450, 500, 580 53 AMG incl. 4MATIC 2016-2022 4MATIC - W213, E43/53/63/S, E220-450. C238,C253/X GLC, C257 incl.AMG 2016-2022 W213 E200-350. C253/GLC, C238, C257 CLS 2019-2024 EQC N293, 4MATIC 400 OR Budget (Camber only) Pair OR Budget (Camber only) Pair <ul style="list-style-type: none"> •"UPPER 'A' Arms" (EXTRA ADJ. TRACK DAYS) INNER BUSHES - CAMBER (& CASTER) Also precisely adjustable Coil spring models - fit without arm removal. •Safety, security of retaining OEM Hi strength alloy arms (not welded fabricated) </p>	 <p>2" s POS/NEG</p>  <p>2" s POS/NEG</p>	<p>#505216 M \$595 #505216-1J \$395 #505116 M \$595 #505116-1J \$395 #505316 M \$595 #503416 M \$595 #503416-1J \$395 #502816 M \$595 #502816-1J \$395 #503416 M \$595 #503416-1J \$395 #503316-2J \$395</p>
<p>2021-2026 W223, S350-680, AMG 63, Maybach, S580, S680 OR Budget (Camber only) Pair 2013-2020 W222/S, 63/65. C217/AS, 63/65 AMG, Maybach ('15-'20) <ul style="list-style-type: none"> •"UPPER 'A' Arms" (EXTRA ADJ. TRACK DAYS) INNER BUSHES - CAMBER (& CASTER) Precisely adjustable Coil spring models - fit without arm removal. Security of retaining OEM hi-strength forged alloy upper arms. C217/A,W221,W222,Maybach </p>	 <p>2" s POS/NEG</p>  <p>2" s POS/NEG</p>	<p>#504516 P \$795 #504516-1L \$545 #503016 N \$695 #503016-1K \$495 #502816-2 M \$595</p>
<p>2002-2020 W204(C) / X(GLK), C207 / A(E), R172(SLK), C63 AMG / 'Black' Series <ul style="list-style-type: none"> •OR Budget Priced (Camber Only) Pair. less then cost 1 performance tire. 2002-2009 C209 (CLK) 55, 63 AMG, Black series <ul style="list-style-type: none"> •OR Budget Priced (Camber Only) Pair. •OR Budget Priced (Camber Only) Pair. <p>FRONT ULTIMATE "LOWER ARMS" ADJ. BUSHES - CAMBER (& CASTER) Nothing comes close - Price, Strength, Range, Ease adjustment. K-MAC unique patented design single wrench precisely adjustable (accurately under load). Replacing same time the highest wearing bushes. With twice the load bearing area Mono ball / 2 axis Caster bushings - Significant improvement to brake and steering response. *ALSO ADDITIONAL (Coil Spring Models) REPLACEMENT "STRUT TOP MOUNTS" Precise Camber & Caster Adjustable (up to 3.0 degrees) RACE DAYS More traction (Increase Neg. Camber / Reduce understeer) CAMBER *These models are STRUT (no upper wishbone) suspension STAGE 2 (STREET / RACE) K-MAC unique Pat design. Quickest / Biggest adjustment. Adjust from engine bay (with strut brace fitted). More even tire wear, traction. Or Track days up to 3.0 degrees extra Neg. to reduce understeer - deeper into corners with increased traction, braking response. Unlike other brands not steel or soft billet alloy but very highest aircraft 7075 aluminum. Extra H/Duty spherical bearings PTFE lined. Encased in elastomer for day to day commuting. Then massive 85mm diam. fully sealed separate thrust bearings for steering loads. Fits with OEM diam. springs or all brands Coil overs 60-70mm ID. Also STAGE 3 (FULL RACE). . . Same Stage 2 but without elastomer. No flex - Tauter / Quicker response, More effective shock control.</p> </p>	 <p>2" s POS/NEG</p>  <p>3" s POS/NEG</p>  <p>3" s POS/NEG</p>	<p>#502616 M \$595 #502616-1J \$395 #503516 M \$595 #503516-1J \$395 #502216 M \$595 #502216-1J \$395 'M' (Set 4) 'i' (Set 2) Stage 2 (Strut) W204/X204 C207/A207 (Incl. Black Series) #502616-2 L \$545 Stage 3 (Strut) #502616-3 L \$545 Stage 2 (Strut) C209 Black Series #503516-2 L \$545 Stage 3 (Strut) #503516-3 L \$545</p>



FRONT KITS

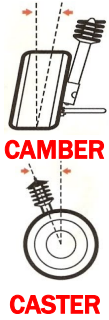
Incl. all AMG, Black Series (Extraction/ Insertion tools included) **8**

FIX PREMATURE EDGE TIRE WEAR, STEERING PULL, IMPROVE TRACTION
REDUCE DIVE / LIFT UNDER BRAKE/ACCELERATION, IMPROVE HI-SPEED CONTROL

*** Factory (Front Only) Offset bolts provide minimal 0.3 deg. and inaccurate having one offset position**

Incl. all Airmatic, ABC, 4 Matic BUSHINGS also 2 axis / Mono Ball where applicable

2009-2016 W212 E200-E550, E63, 65/S AMG. C218 CLS 250-550, 63/65 AMG
OR Budget Priced (Camber Only) Pair. less then cost of 1 performance tire.
4MATIC C218 (incl. C63, 65)
OR Budget Priced (Camber Only) Pair.
4MATIC W212 (incl. E63, 65/S)
OR Budget Priced (Camber Only) Pair.



FRONT ULTIMATE "LOWER ARMS" ADJ. BUSHES- CAMBER (& CASTER)
Nothing comes close - Price, Strength, Range, Ease adjustment.
 K-MAC unique patented design single wrench precise adjustable (accurately under load). **Replacing same time the highest wearing bushes.** With twice the load bearing area Mono ball / 2 axis Caster bushings - Significant improvement to brake and steering response.

*** ALSO ADDITIONAL (Coil Spring Models) REPLACEMENT "STRUT TOP MOUNTS" Precise Camber & Caster Adjustable (up to 3.0 degrees)**
RACE DAYS More traction (Increase Neg. Camber / Reduce understeer)

*** These models are STRUT (no upper wishbone) suspension**

STAGE 2 (STREET / RACE) K-MAC unique Pat design. Quickest / Biggest adjustment. Adjust from engine bay (with strut brace fitted). More even tire wear, traction. Or Track days up to 3.0 degrees extra Neg. to reduce understeer - deeper into corners with increased traction, braking response. Unlike other brands not steel or soft billet alloy but very highest aircraft 7075 aluminum. Extra H/Duty spherical bearings PTFE lined. Encased in elastomer for day to day commuting. Then massive 85mm diam. fully sealed separate thrust bearings for steering loads. Fits with OEM
Also STAGE 3 (FULL RACE). . . . Same Stage 2 but without elastomer. No flex - Tauter / Quicker response times, More effective shock control. Includes Extra H/Duty self align spherical bearings (Self lubed / PTFE lined).



12°'s POS/NEG



3.0°'s POS/NEG



3.0°'s POS/NEG

- #502916 M \$595
- #502916-1J \$395
- #503616 M \$595
- #503616-1J \$395
- #503716 M \$595
- #503716-1J \$395

'M' (Set 4)
'i' (Set 2)

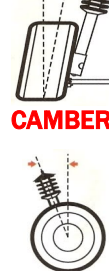
Stage 2 (Strut)

- #502916-2 L \$545

Stage 3 (Strut)

- #502916-3 L \$545

REPLACEMENT "STRUT TOP MOUNTS" Precise Camber (& Caster) incl. AMG A45
 2018-2024 W177/A35/45/S, C118 (CLA), 247B/X GLA **STAGE 2 (Street/Race)**
STAGE 3 (Full Race)
 2012-2020 W176/A45, C117 CLA, 246(B), X156 GLA **STAGE 2 (Street/Race)**
STAGE 3 (Full Race)



STAGE 2 (STREET / RACE) K-MAC unique Pat design. Quickest / Biggest adjustment. Adjust from engine bay (with strut brace fitted). More even tire wear, traction. Or Track days up to 3.0 degrees extra Neg. to reduce understeer - deeper into corners with increased traction, braking response. Unlike other brands not steel or soft billet alloy but very highest aircraft 7075 aluminum. Extra H/Duty spherical bearings PTFE lined. Encased in elastomer for day to day commuting. Then massive 85mm diam. fully sealed separate thrust bearings for steering loads. Fits with OEM diam. springs or all brands Coil overs 60-70mm ID.

Also STAGE 3 (FULL RACE). . . . Same Stage 2 but without elastomer. No flex - Tauter / Quicker response times, More effective shock control. Includes Extra H/Duty self align spherical bearings (Self lubed / PTFE lined).

ALSO MANUFACTURED. - STREET / PERFORMANCE OR TRACK DAYS
 2012-2020 W176(A), W246(B), C117(CLA), X156(GLA), incl. AMG
 (In the pursuit of front row of the grid lap times)

FRONT LOWER CONTROL ARM BUSHINGS "EXTRA" Neg. Camber and Pos. Caster.... Precisely adjustable with twice load bearing area. Up to 2 extra deg Neg. Camber and 40mm extra track width. Significantly reducing understeer, allowing to go deeper into corners with improved traction and braking and steering response. As with all K-MAC kits bush extraction tools included.



3.0°'s POS/NEG



3.0°'s POS/NEG

- #506216-2 L \$545
- #506216-3 L \$545
- #506116-2 L \$545
- #506116-3 L \$545



2°'s POS/NEG

- #506116-4 L \$545

REAR CAMBER (& EXTRA TOE) LOWER ARMS BUSH KIT Page 14
REAR TRAIL ARM FRONT BUSHES—Contain side load / G forces
 Specially designed to enhance cornering stability. Also tauter response,
 less rear end flex, increase traction. Page 14
REAR UPRATED BUSHES (8) - with above kits eliminates rear end flex Page 14
REAR UPRATED BUSHES (8) - with above kits eliminates rear end flex Page 14

STREET... Through to all the RACE WINNING








ESSENTIALS - Genuine K-MAC Don't Be Sold Substitutes

ADJUSTABLE: Bushings, Strut tops, Upper wishbones.

UPRATED: Rear multi link arms & Subframe bushes.



PRECISE ADJUSTMENT BUSHINGS/STRUT TOPS BUSHINGS 3 - 4 times adjustment of the 'one position' fluted bolts
STRUT TOPS Up to 3''s "extra" Neg. Camber for Track days or 1° pos. Caster

<p>2000-2020 W203/A, W211, C209 (CLK 270 - 500), C219, R171, R230, R231 ●OR Budget Priced (Camber Only) less then cost of 1 performance tire. (W211 4MATIC #502416M *see below) FRONT ULTIMATE "LOWER ARMS" ADJUSTABLE BUSHES - CAMBER (& CASTER) Nothing comes close - Price, Strength, Range, Ease of adjustment. K-MAC unique patented design single wrench precisely adjustable bushings (accurately under load). Replacing same time the highest wearing bushes. Twice the load bearing area Mono ball / 2 axis Caster bushings - Significant improvement to brake and steering response.</p> <p>●"UPPER 'A' Arms" (EXTRA ADJ. TRACK DAYS) INNER BUSHES - CAMBER (& CASTER) Excl. R171, W203 precisely adjustable (Fast fit on "vehicle" - Extraction tool included) Security of retaining OEM hi-strength forged alloy upper arms.</p>	 <p>2°'s POS/NEG</p>	<p>#502216 M \$595 (Set 4) #502216-1J \$395 (Set 2) 'M' (Set 4) 'I' (Set 2)</p> <p>#502216-2 J \$395 (Set 4)</p>
<p>2006-2014 W216(CL), W221(S) Incl. AMG (4MATIC *) FRONT ULTIMATE "LOWER ARMS" ADJUSTABLE BUSHES - CAMBER (& CASTER) (Same features as above R171, W203 etc) * Replacing Same Time the 4 Front highest wearing Bushes</p> <p>●OR Budget Priced (Camber Only) less then cost of 1 performance tire</p> <p>●"UPPER 'A' Arms" (EXTRA ADJ. TRACK DAYS) INNER BUSHES - CAMBER (& CASTER) precisely adjustable (Fast fit on "vehicle" - Extraction tool included) Security of retaining OEM hi-strength forged alloy upper arms. W221</p>	 <p>2°'s POS/NEG</p>	<p>#502316 M \$595 (Set 4) #502316-1J \$395 (Set 4) #503316-2J \$395 (Set 4)</p>
<p>2000-2006 W215(CL), W220(S) Incl. AMG (4MATIC * See below) FRONT ULTIMATE "LOWER ARMS" ADJUSTABLE BUSHES - CAMBER (& CASTER) (Same features as above R171, W203 etc) * Replacing Same Time the 4 Front highest wearing Bushes</p> <p>●OR Budget Priced (Camber Only) less then cost of 1 performance tire</p>	 <p>2°'s POS/NEG</p>	<p>#502516 M \$595 (Set 4) #502516-1J \$395 (Set 2)</p>
<p>*1995-2009 4MATIC - W211/S(E), W215(CL), 220(S) Incl. AMG FRONT "LOWER ARMS" ADJUSTABLE BUSH KIT - CAMBER (& CASTER) (Same features as above R171, W203 etc) * Replacing Same Time the 4 Front highest wearing Bushes</p> <p>●OR Budget Priced (Camber Only) less then cost of 1 performance tire</p>	 <p>2°'s POS/NEG</p>	<p>#502416 M \$595 (Set 4) #502416-1J \$395 (Set 2)</p>
<p>1995-2003 W210(E) Incl. AMG FRONT "LOWER ARMS" ADJUSTABLE BUSH KIT - CAMBER (& CASTER) (Same features as above R171, W203 etc) * Replacing Same Time the 4 Front highest wearing Bushes</p> <p>●OR Budget Priced (Camber Only) less then cost of 1 performance tire</p>	 <p>2°'s POS/NEG</p>	<p>#502116 M \$595 (Set 4) #502116-1J \$395</p>
<p>1993-2009 R170(SLK), W202(C), C208/A (CLK) * FRONT "LOWER ARMS" ADJUSTABLE BUSH KITS - CAMBER (& CASTER) Incl. AMG * Replacing Same Time the 4 Front highest wearing Bushes</p> <p>* ALSO CHRYSLER CROSSFIRE (ALSO REAR CAMBER & TOE #502026H) ●OR Budget Priced (Camber Only) less then cost of 1 performance tire</p>	 <p>2°'s POS/NEG</p>	<p>#502016 M \$595 (Set 4) #502016-1J \$395 (Set 2)</p>
<p>1991-1999 W140(S), Maybach ('1997-'2012) FRONT "LOWER ARMS" ADJUSTABLE BUSH KIT - CAMBER (& CASTER) These models have Camber & Caster adjustment. K-MAC kit doubles the existing adjustment range with twice the load bearing area (same features as above bush kits). ●OR Budget Priced (Camber Only) less then cost of 1 performance tire</p>	 <p>2°'s POS/NEG</p>	<p>#501916 M \$595 (Set 4) #501916-1J \$395 (Set 2)</p>



FRONT KITS

Incl. all AMG, Black Series (Extraction/ Insertion tools included) ⑩
FIX PREMATURE EDGE TIRE WEAR, STEERING PULL, IMPROVE TRACTION
REDUCE DIVE / LIFT UNDER BRAKE/ACCELERATION, IMPROVE HI-SPEED CONTROL

*** Factory (Front Only) Offset bolts provide minimal 0.3 deg. and inaccurate having one offset position**

Incl. all Airmatic, ABC, 4 Matic BUSHINGS also 2 axis / Mono Ball where applicable

1982-2001 W124 / C124(E), R129(SL), W201(190) incl. AMG

FRONT **ULTIMATE "LOWER ARMS"** ADJUSTABLE BUSHES - CAMBER (& CASTER)
 • OR Budget Priced (Camber Only) less then cost of 1 performance tire

These models have Camber & Caster adjustment. **K-MAC kit doubles the existing adjustment range** with twice the load bearing area. Providing also significant improvement to brake and steering response. With K-MAC extraction tools are included - allowing to install without need to remove arms from vehicle.

*** COIL SPRING MODELS - ADDITIONAL ADJUSTMENT REPLACEMENT "STRUT TOP MOUNTS"**

Precise Camber & Caster Adjustable (up to 2.5 degrees) EXCL.W201

RACE DAYS More traction (Increase Neg. Camber / Reduce understeer)

*** These models are STRUT (no upper wishbone) suspension**
STAGE 2 (STREET / RACE) Featuring very latest design upgrades . . .
 Allows even more Camber and Caster adjustment - less understeer for Race / Competition. K-MAC patented design biggest (and quickest) adjustment system (also fits with strut brace). No height increase. Not steel or soft billet alloy but ultimate aircraft 7075 grade aluminum. Similar centers to OEM but elastomer - not rubber for improved steering response. Then massive 85mm sealed radial thrust bearings for steering loads (and prevents spring drag / binding). Designed to fit with OEM diam. springs or all brands of Coil-Overs 60- 70mm I.D. Centers are also replaceable.

Also **STAGE 3 (FULL RACE) . . .**

Same features as above Stage 2 (Street/Race) but without elastomer. No flex - Tauter / Quicker response times, More effective shock control. Includes Extra H/Duty self align spherical bearings (Self lubed / PTFE lined). Centers are also replaceable.

1977-1991 W123(E) & 1981-1991 W126(S)

FRONT **"LOWER ARMS"** ADJUSTABLE BUSH KIT - "CAMBER"

These models have Camber adjustment - K-MAC doubles the existing adjustment range. Replacing the 2 front highest wearing bushings with twice the load bearing area of OEM bushes. Allowing significant improvement to brake and steering response.

1997-2005 SUV W163(M) Incl AMG

FRONT **"LOWER ARMS"** ADJUSTABLE BUSH KIT - "CAMBER"
 (Replaces front lower inner bush - rear is torsion arm)

Providing Camber adjustment for the 1st. time. Bush Extraction tool included.

SRP
#501716 K \$495
#502016-1J \$395
 (Set 2)

2" s POS/NEG

2.5" s POS/NEG

2.5" s POS/NEG

Stage 2 (Strut)
#501716-2 L \$545

Stage 3 (Strut)
#501716-3 L \$545

#501616 H \$320

2" s POS/NEG

#503916 J \$395

2" s POS/NEG

REAR CAMBER (AND EXTRA 'TOE') ADJUSTMENT. Providing rear adjustment also for the 1st time. Similar features to front adjusters. Allowing to change tire contact angles to resolve costly premature edge tire wear / improve traction (with extra toe adjustment to accommodate the new camber facility). Includes bush extraction tool allowing camber fitment on vehicle.

PAGE 10-13

STREET... Through to all the RACE WINNING

ESSENTIALS - Genuine K-MAC Don't Be Sold Substitutes

ADJUSTABLE: Bushings, Strut tops, Upper wishbones.

UPRATED: Rear multi link arms & Subframe bushes.



PRECISE ADJUSTMENT BUSHINGS/STRUT TOPS BUSHINGS 3 - 4 times adjustment of the 'one position' fluted bolts
STRUT TOPS Up to 2.5°s "extra" Neg. Camber for Track days or 1° pos.

'G' Series 2019-2026 W463/A, W464 incl. G63 AMG Caster & Camber
 1990-2018 W463 Caster Precisely Adjustable (not '1' offset)

SUV Incl. AMG 2019-2026 EQC N293, EQE V294, EQS V297
 2019-2026 W167/X, V167, C293 / GLE / GLS, Maybach GLS 600
 2011-2018 W166/X GLE / GLS, C292 ML / GLE / GLS Lower Arms
 2006-2011 W164 ML, W251 R
 1997-2005 W163 M GLE (Camber only)



#507516 P \$795
 #507416 M \$595

#503416 M \$595
 #504216 P \$795
 #504016 N \$695
 #503816 N \$695
 #503916 J \$395

'P' (Set 4)
 'M' (Set 4)
 'N' (Set 4)
 'J' (Set 2)

FRONT ULTIMATE "LOWER ARMS" ADJUSTABLE BUSHES - CAMBER (& CASTER)...

No adjustment OEM K-MAC bushings replace the lower control arm front and rear bushings. **Also bonus of resolving the premature failure of these "costly" rear bushings.** CAMBER to reduce inner edge tire wear / improve traction. The result of curb knock damage, fitting wide profile tires, load carrying or to improve cornering ability (by lowering height vehicle / roll center)! Also CASTER adjustment to correctly resolve steering pull, reduce dive / lift on brake / acceleration, along with better steering response high speed directional control. Bush Extraction and Insertion tools included - no need to remove control arms from vehicle.

"UPPER 'A' Arm" INNER BUSHES (FOR EXTRA ADJUSTMENT)- CAMBER (& CASTER)

Precisely adjustable. Up to 1.5°s Pos. or Neg. Unlike upper welded, fabricated arms- the "security of retaining the OEM high strength forged

W167/X, V167, C293
 W166/X, C292, W251, 164/X



#504216-2 M \$595
 #504016-2 M \$595

Sprinter: *FRONT CAMBER (& CASTER)

- *2019-2026 W907, W910 "Camber" (Replacement Top Strut Mounts)
- *2006-2018 W906 Camber & Caster (4 lower arm bushes)
- *1995-2006 W903 Camber & Caster (4 lower arm bushes)
- *Fit without arm removal - bush extraction tool included)



#505816 M \$595
 #505716 L \$545
 #505616 L \$545

Vito, Metris, Valente: (VITO REAR PAGE 14)

2014-2024 W447, W448 Top Strut Mounts Camber & Caster kits
 2003-2014 W639 Camber & Caster (4 lower arm bushes)

#506116 L \$545
 #506016 L \$545

MAXI CAMB "2 BOLT FLANGE STRUTS"

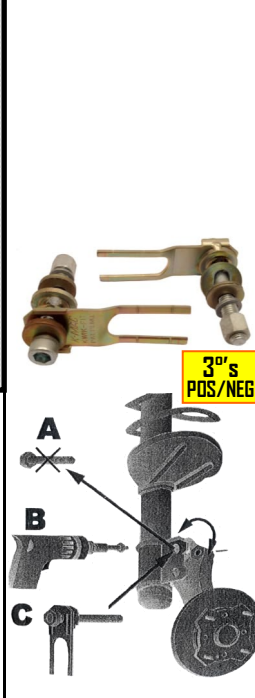
NEW AT LAST

FRONT "CAMBER" (Patented Design)

Supersedes Crank Bolts !

Resolving The 3 Issues

- ✓ "NO UNDER SIZE" WEAKENED CRANK BOLTS
- ✓ "TWICE" ADJUSTMENT (3°s POS. OR NEG).
- ✓ K-MAC "NON SLIP" LOCK SYSTEM



1998-2020 **A, B, CLA, GLA, AMG** (W168, W169, W176, W246, X156, C117, C118)
 Also See Page 7 Front 'Strut' top adjusters (Rear kits Page 14).
 1996-2014 **Vito** W638, W639
 1995-2018 **SPRINTER** W903, 906

#120216 D \$145
 #120216 D \$145
 #120316 D \$145

NOTE: "CRANK BOLT" DESIGN - Both offsets and downsizes the OEM bolts to allow 2mm of adjustment (e.g. 14mm diameter becomes a offset weakened 12mm bolt). - THESE 2 BOLTS ARE CRITICAL MOUNTING POINT - HOLDING STUB AXLE / WHEELS ON and the new car industry is not noted for oversizing componentry - 14mm bolt means 14mm!

REAR
PAGE 15

UPRATED PERFORMANCE BUSHINGS (12) FOR THE '6' MULTI LINK ARMS
 ACCURATELY LOCATING REAR SUSPENSION AGAINST UNWANTED FLEX / TWITCHING /
 LOSS OF TRACTION — ESPECIALLY WHEN APPLYING POWER TO LANE CHANGE / OVERTAKE !



REAR KITS Incl. all AMG, Black Series (Extraction/ Insertion tools included) 12

RESOLVE PREMATURE EDGE TIRE WEAR, TRACTION AND REAR END CONTROL ALLOWING ONGOING FULL ADJUSTMENT/ SINGLE WRENCH FOR THE 1st. TIME ESSENTIAL LOWERING, WIDE PROFILE TIRES / WHEELS, CURB KNOCK DAMAGE REPLACING THE HIGHEST WEARING "BUSHINGS" AT SAME TIME

Incl. all Airmatic, ABC, 4 Matic

2019-2024 Electric EQC N293 4MATIC 400
 2018-2026 AMG GT 4 Door 43, 50, 53, 63, 63S
 2022-2026 W206/e "Camber" 4MATIC, C53, C63/S incl. RWS, EQE 30, 53 EQS C180-350 incl. 4MATIC
 2023-2026 W214 E "Camber" 4MATIC E300-450, E53AMG incl RWS E200-450
 2022-2026 C254/X "Camber" GLC 4MATIC C43, 63/S AMG 200-400 incl 4MATIC EQE 350e

- 2015-2022 W205 C43, C63/S AMG *Sedan / Wagon (Coupe Non AMG)
- 2014-2022 W205 C63/S *Coupe, W213, C238, C253, C257 AMG Models
- 2014-2022 W205, W213, C238, C253, C257 Airmatic
- 2014-2022 W205, W213, C238, C253, C257 (Non AMG)

● Also No flex Toe arms see Page 15 #3
 Models with rear lower alloy arms (with inner slot). No OEM adjustment (can purchase one offset shims but with minimal offset 3mm). K-MAC provides "precise single wrench adjustment with 4 times adjustment range".

2000-2020 All W204, C207, W212, W215, C218, R231 Incl. AMG / Black (Also No flex Toe arms see Page 15 #3)
 2021-2026 W223, S350-680, AMG 63. Maybach
 2013-2020 W222/S, 63/65, C217, Maybach
 2006-2014 W216, W221

3.5" POS/NEG	COIL SUSP	#502326	K	\$495
	COIL SUSP	#502326-1K		\$495
		#505326	K	\$495
		#505126	K	\$495
		#505226	K	\$495
		#505126	K	\$495
		#505226	K	\$495
	COIL SUSP	#505126	K	\$495
	COIL SUSP	#502226	K	\$495
		#502326-1K		\$495
	AIRMATIC	#502226	K	\$495
		#502326	K	\$495

		#502126	K	\$495
		#504526	L	\$545
		#502626	K	\$495
		#502626-1K		\$495
		'K' (Set 4)		



REAR ULTIMATE "LOWER ARMS" ADJ. BUSH KIT - CAMBER (& "EXTRA" TOE)
 K-MAC performance bushings finally allowing precise, single wrench ADJUSTMENT WITH EASY ACCESS (ACCURATELY UNDER LOAD) DIRECT ON ALIGNMENT RACK. Replacing highest wearing bushes at same time. With extra Toe adjustment - to compensate. NOTE: Ultimate "Lower Arm" adjustment retains top of tire to outer fender clearance when adjusting to resolve "inner edge" tire wear. With K-MAC bush extraction tool included - Allowing fitment on vehicle.

OR REAR ADJUSTABLE "UPPER CAMBER ARMS" (& "EXTRA" TOE). NOT SOFT EXTRUDED ALLOY BUT SECURITY OF HIGH STRENGTH CHROMOLY with proven long term maintenance free performance bushings - ONLY RECOMMEND if wanting to INCREASE NEGATIVE CAMBER / Extra wide profile tires. As more difficult to fit and also to adjust.

ALSO PAGE 15 -
 ● **UPRATED BUSHES**
THE '6' REAR MULTI LINK ARMS
 Less Twitch, Flex, Loss of Traction Especially When Applying Power to Lane Change / Overtake
 ● **UPRATED TOE ARMS**
 (Prevent Flex)

W204, 205 incl. C63/A/C/S (* 'S' Coupe below), C207, W212, 213, C218, 238, 253 GLC, 257CLS, R231 (incl. AMG & Black Series)
 * 'S' Coupe - #502326-4M \$595. W216, C217, W221, W222 (2006-20)

4" POS/NEG				
		#502226-1 M		\$595
		#502226-5 M		\$595

2001-2009 W211, C219, R230 "Airmatic incl AMG
 W211, C219, R230 Coil Susp. / 4MATIC, ABC

REAR ULTIMATE "LOWER ARMS" ADJ. BUSH KIT - CAMBER (& "EXTRA" TOE)
 Adjusts bottom of tire. (Retains clearance top of tire to outer fender)

REAR ADJUSTABLE "UPPER CAMBER ARMS" (& "EXTRA" TOE) Pos. or Neg.
 Main advantage allow adjust top of tire to increase neg. Camber / gain clearance top of tire to outer fender. **K-MAC with or without Airmatic suspension.**
 W211, C219, R230 incl. AMG (Airmatic Susp.) (Coil Susp.)

		#502526	K	\$495
		#502126-1K		\$495
		(Set 4)		
				(Set 4)
		#502526-1 M		\$595
		#502526-2 M		\$595

6/2004-2009 C209 / A (CLK) Incl. AMG (51mm inner bush diam. Lower Arm)

REAR ULTIMATE "LOWER ARMS" ADJ. BUSH KIT - CAMBER (& "EXTRA" TOE)
 Adjusts bottom of tire. Same features as above W205 kit.

REAR ADJUSTABLE "UPPER CAMBER ARMS" (& "EXTRA" TOE) Pos. or Neg. AMG
 Same features as above W205

		#501926	K	\$495
		(Set 4)		
		#501526-1 M		\$595
		#501526-2 M		\$595
		(Set 4)		

'01-5/2004 C209A (CLK), (33mm bush diam. lower arm)
 2001-2020 R171 (SLK), Incl. AMG. R172 (SLK)

REAR ULTIMATE "LOWER ARMS" ADJ. BUSH KIT - CAMBER (& "EXTRA" TOE)
 Adjusts bottom of tire (Retains clearance top of tire to outer fender)

REAR ADJUSTABLE "UPPER CAMBER ARMS" (& "EXTRA" TOE) Pos. or Neg. AMG
 (R172 #502226-1M)

		#502026	H	\$320
		#502026	H	\$320
		(Set 4)		
		#501526-1M		\$595
		#501526-2M		\$595
		(Set 4)		

STREET.... Through to all the RACE WINNING

ESSENTIALS - Genuine K-MAC Don't Be Sold Substitutes

ADJUSTABLE: Bushings, Strut tops, Upper wishbones.

UPRATED: Rear multi link arms & Subframe bushes.



**PRECISE
ADJUSTMENT**

REAR BUSHINGS – Camber (and “extra” Toe) adjustment

<p>2007-2009 C209(CLK) 'Black' Series (33mm outside diam. Lower Arm/Inner) REAR ULTIMATE “LOWER ARMS” ADJ. BUSH KIT - CAMBER (& "EXTRA" TOE) Adjusts bottom of tire. (Retains clearance top of tire to outer fender)</p> <p>C209 Black Series REAR ADJUSTABLE “UPPER CAMBER ARMS” (& "EXTRA" TOE) Same features as above W205</p>	<p>2°'s POS/NEG</p> <p>4°'s POS/NEG</p>	<p>#501526 J \$395 (Set 4)</p> <p>#501526-2 M \$595 (Set 4)</p>
<p>2004-2007 W203(C) Incl. AMG From Chassis 'A'555897, 'F'457375, R'131145 (51mm diam. Lower Arm/Inner bush) REAR ULTIMATE “LOWER ARMS” ADJ. BUSH KIT - CAMBER (& "EXTRA" TOE) K-MAC unique patented design performance bushings finally allowing precise, single wrench adjustment with easy access (accurately under load) direct on alignment rack. Replacing highest wearing. Also includes Toe adjustment - doubling the existing adjustment range to compensate for the new Camber addition. Lower arm adjustment retains top of tire to outer fender clearance when adjusting to reduce “inner edge” tire wear. With K-MAC bush extraction tool included - Allowing Camber bushings to be replaced on vehicle.</p> <p>REAR ADJUSTABLE “UPPER CAMBER ARMS” & EXTRA TOE More difficult to fit & adjust. Only recommended to increase Neg. Camber & gain clearance top of tire to outer fender.</p>	<p>3°'s POS/NEG</p> <p>6°'s POS/NEG</p>	<p>#501926 J \$395 (Set 4)</p> <p>#501526-1M \$595 (Set 4)</p>
<p>2000-2004 W203(C) Incl. AMG Prior to above (#501926J Chassis #'s) Early 2000 - 2004 (33mm diam. Lower Arm/Inner) REAR ULTIMATE “LOWER ARMS” ADJ. BUSH KIT - CAMBER (& "EXTRA" TOE) Same features as in above W203 Adjusts bottom of tire. (Retains clearance top of tire to outer fender) (TOE adjustment also included)</p> <p>REAR ADJUSTABLE “UPPER CAMBER ARMS” Adjusts top of tire. Same features as in above #501526-1M AMG</p>	<p>2°'s POS/NEG</p> <p>6°'s POS/NEG</p>	<p>#502026 H \$320 (Set 4)</p> <p>#501526-1M \$595 (Set 4)</p> <p>#501526-2M \$595</p>
<p>1982-2010 W124(C(E), R129(SL), R170(SLK), W201(190), W202(C), C208, *A208(CLK), W210(E) Incl. AMG ALSO CHRYSLER CROSSFIRE #502026H (“FRONT” CAMBER & CASTER #502016M)</p> <p>REAR ULTIMATE “LOWER ARMS” ADJ. BUSH KIT - CAMBER (& "EXTRA" TOE) Same features as in above W203. Adjusts bottom of tire. (Retains clearance top of tire to outer fender)</p> <p>REAR ADJUSTABLE “UPPER CAMBER ARMS” Pos. or Neg. (TOE adjustment also included) Adjusts top of tire. Same features as in above W203</p>	<p>2°'s POS/NEG</p> <p>6°'s POS/NEG</p>	<p>#502026 H \$320 (Set 4) *Convertible</p> <p>#501426 J \$395 (Set 4)</p> <p>#501526-1M \$595 (Set 4)</p>
<p>1991-1999 W140(S), W220 '98-'06 (51mm O.D. Lower Arm/Inner bush) Same features as in above W203</p> <p>2002-2012 Maybach Same features as in above W203. Adjusts bottom of tire. (Retains clearance top of tire to outer fender)</p> <p>REAR ADJUSTABLE “UPPER CAMBER ARMS” Pos. or Neg. (TOE adjustment also included) Adjusts top of tire. Same features as in above W203</p> <p style="text-align: right;">W220</p>	<p>2°'s POS/NEG</p> <p>6°'s POS/NEG</p>	<p>#501626 J \$395 (Set 4)</p> <p>#501726 K \$480 (Set 4)</p> <p>#501526-1M \$595 (Set 4)</p>
<p>1968-1991 R107(SL/SLC), W114(E), W115(D), W116(S), REAR ULTIMATE “LOWER ARMS” ADJ. BUSH KIT - CAMBER (& "EXTRA" TOE) Same features as in above W203. Adjusts bottom of tire. (Retains clearance top of tire to outer fender)</p>	<p>2°'s POS/NEG</p>	<p>#501826 J \$395 (Set 4)</p>

REAR KITS Incl. all AMG, Black Series (Extraction/ Insertion tools included) **14**

RESOLVE PREMATURE EDGE TIRE WEAR, TRACTION AND REAR END CONTROL ALLOWING ONGOING FULL ADJUSTMENT/ SINGLE WRENCH FOR THE 1st. TIME ESSENTIAL LOWERING, WIDE PROFILE TIRES / WHEELS, CURB KNOCK DAMAGE REPLACING THE HIGHEST WEARING "BUSHINGS" AT SAME TIME

Incl. all Airmatic, ABC, 4 Matic



2013-2020 W176/A 45, W246(B), C117 (CLA), X156(GLA) Incl. AMG
REAR ULTIMATE "LOWER ARMS" ADJ. BUSH KIT - CAMBER (& EXTRA TOE)
 Adjusting "bottom" of tire (retaining top of tire to outer fender clearance).
 K-MAC unique patented design finally allowing precise, single wrench adjustment accurately under load for more even tire wear / traction. **Also includes Toe adjustment - doubling the existing adjustment range to compensate for the new Camber addition.** Bush Extraction & Insertion tools included - Allowing Camber bushings to be replaced on vehicle.

ALL PART OF A FRONT & REAR TOTAL SYSTEM
STREET PERFORMANCE...OR TRACK DAYS
IN THE PURSUIT OF FRONT ROW OF THE GRID LAP TIMES

1. REAR TRAIL ARM FRONT "TOE ADJUSTABLE" MOUNT BUSHINGS
 THIS K-MAC UNIQUE MONO BALL / 2 AXIS DESIGN eliminates The OEM soft rubber and air voids yet allows arms to travel through there required suspension arc without binding / locking up. Twice load bearing area of "spherical" bearings that soon pound out. Result is less rear end flex, wheel tramp, loss of traction and enhanced cornering stability by containing side loads / G Forces.

2. REAR UPATED BUSHINGS (8) - When used in conjunction with above #506126K and #506128K completely replaces the existing OEM soft rubber bushings in rear suspension allowing tauter response by eliminating flex. Result is reduced wheel tramp / loss of traction. Especially when applying power to lane change / overtake.



#505926 K \$495
 SRP (Set 4)



#506128 K \$495
 (pair)



#506128-1 J \$395
 (Set 8)

Vito, Metris, Valente

2014-2024 W447, W448
2003-2014 W639
1996-2003 W638

REAR "LOWER ARMS" ADJUSTABLE BUSH KIT - CAMBER (& "EXTRA" TOE)
 No special tools required. Fit on vehicle - bush extraction tool included.



#506126 K \$495
#506026 K \$495
#505126 K \$495
 (Set 4)

2019 - 2026 SUV W167/X GLE/GLS, C293 incl. AMG
2022 - 2026 Maybach GLS 600
1997 - 2018 W166/X GLE/GLS, C292, W164, W251, W163
REAR H/DUTY CAMBER & EXTRA TOE ADJUSTABLE "UPPER ARMS"
 Adjust on vehicle (K-MAC Street or Offroad- Not soft extruded aluminum)
 K-MAC KITS ALSO INCLUDE EXTRA "TOE" ADJUSTMENT TO COMPENSATE



#504226 N \$695
#504326 P \$795
#504126 N \$695
 (Set 4)

STREET... Through to all the RACE WINNING

ESSENTIALS - Genuine K-MAC Don't Be Sold Substitutes

ADJUSTABLE: Bushings, Strut tops, Upper wishbones.

UPRATED: Rear multi link arms & Subframe bushes.



PRECISE ADJUSTMENT		REAR BUSHINGS – Camber (and “extra” Toe) adjustment	
<p>1997-2005 SUV W163(M) GLE 320 - 500 (CDI) incl. AMG</p> <p>REAR “LOWER” ARM BUSHES (& EXTRA TOE) - also replacing the highest wearing. Unique patented design easy access, single wrench adjustable. Unlike upper arms retains clearance top of tire to outer fender when adjusting to resolve inner edge tire wear (bush extraction tool included).</p> <p>REAR H/DUTY CAMBER & EXTRA TOE ADJUSTABLE “UPPER ARMS” (K-MAC Street or Offroad- Not soft extruded aluminum)</p>		<p>7” S POS/NEG</p>	<p>#503926 J \$395 SRP (Set 4)</p> <p>#504126 N \$695</p>
<p style="color: red; font-weight: bold;">ALSO MANUFACTURED 1982 - 2025 MODELS</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p style="text-align: center; font-weight: bold;">THE ‘6’ REAR (MULTI LINK) ARMS “BUSH UPGRADE”</p> <p style="color: red; font-weight: bold;">(Kit eliminates the soft rubber OEM bushings) REAR BUSHES - FULL SET 12</p> </div> <p style="color: red; font-weight: bold;">1.</p> <p style="color: red; font-weight: bold;">In the pursuit of front row of the grid lap times (use in addition to Camber / Toe kit which is also designed to reduce flex) Includes Bush Extraction / Insertion Tubes</p> <ul style="list-style-type: none"> ● SIGNIFICANTLY IMPROVES REAR END STABILITY ● <p>ACCURATELY LOCATES REAR SUSPENSION AGAINST UNWANTED FLEX / TWITCHING - AND SUBSEQUENT LOSS OF TRACTION ESPECIALLY WHEN APPLYING POWER TO LANE CHANGE / OVERTAKE.</p> <p>Unlike unforgiving short life delrin style bushes or steel spherical bearings that with their wafer thin teflon liners soon pound out, K-MAC incorporates all the proven features needed for extended bush life - Maximum diameter, but lightweight alloy casings with bonded elastomer bushings to contain side loads and large load bearing nickel chromed steel inners - What you would expect from a company with over 50 years in bush design technology.</p> <p>1999-2024 W204(C)/X(GLK), W205(C) (incl. C63/S Sedan / Wagon), C207/A(E), W212/S(E), W213/S(E) , C218(CLS), R231(SL), C238, C253(GLC), C257(GLC) Incl. AMG & ‘Black’ Series</p> <p>2015-2024 C63/S Coupe - The 2 lower forward facing thrust arm bushes only (all other ‘8’ bushes OEM are uprated).</p> <p>1998-2006 W215(CL), W216(CL), W220(S), 2005-2013 W221 (S) 2013-2020 C217/A(S), W222(S), Maybach 2001-2010 W211 / S(E), W219(CLS) AMG 2001-2011 R230(SL) 1991-2012 W140(CL), Maybach (‘97-‘12) 1982-2020 C124(E), R129(SL), W201(190), W202(C), W203(C), C208/A(CLK), C209/A(CLK), W210(E), R170(SLK), R171(SLK), R172(SLK) ALL AMG & ‘Black’ Series</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p style="color: red; font-weight: bold;">2.</p> <p>(‘07-‘14) W204/X ALL C180-450, C63 AMG, Black Series (‘09-‘17) C207 E200-500, E63, 65/S AMG, 4MATIC (‘12-‘18) C218 CLS 350-550, CLS 63, 65 AMG, 4MATIC</p> <p style="text-align: center; font-weight: bold;">REAR (4) SUBFRAME BUSHES</p> <p style="color: red; font-weight: bold;">Uprated bushes to replace the soft rubber and air voided OEM bushes to resolve unwanted flex / twitching / gain traction. With K-MAC no need for time consuming fabrication or tools for removal (Extraction tools included)</p> <p style="text-align: center; font-weight: bold;">REAR (2) DIFF. Bushes</p> <p style="color: red; font-weight: bold;">Mono ball / 2 Axis also resolving rear end flex, plus self slligning. (use above Rear Subframe bush tool to remove and replace).</p> </div> <p>W205 (Sedan, Wagon), W204, C207, W212, W213, C218, R231, C238, C253, C257 incl. AMG & Black Series</p> <p style="color: red; font-weight: bold;">3.</p> <p>REAR TOE ARMS - Strengthened No Flex - Chromoly tube (use in conjunction lower arm rear Camber & Toe kit to double Toe adjustment range)</p>		<p>Part of a TOTAL SYSTEM</p>	<p>#502628 K \$495 #502628-1F \$220</p> <p>#502828 K \$495 #502828-1K \$495 #502928 K \$495 #502528 K \$495 #502528-1K \$495 #502428 K \$495 #502728 K \$495</p> <p>#501528K \$495 #501528-1K \$495</p> <p>#503028 Q \$890 Incl. Extract tools</p> <p>#503228 J \$395</p> <p>#502326-3J \$395</p>

PRODUCT BACKGROUND RE K-MAC BUSHINGS

Over 60 Years Market Leadership - Through Innovation - Not Imitation

- ◆ **K-MAC Unique Patented design bushings** not only re-instating Camber, Caster adjustment - but also replacing the highest wearing suspension bushings. K-MAC - specially designed so “no special tools or time consuming need” to remove control arms to install !
- ◆ **OEM rubber bushes use air voids** for “two-axis” / self align movement (which is essential as majority today's vehicles have multi link arms with different angle mount points) but the air voids also reduce steering response, allow wheel hop and loss of traction under braking and acceleration .
- ◆ **While the majority of aftermarket brands eliminate these air voids**, but in so doing they restrict the two-axis movement which can cause binding, locking up as arms travel through there required suspension arcs. Resulting in even more severe wheel hop, loss of traction!
- ◆ **K-MAC bushes where needed therefore feature a unique “two-axis mono ball” design.** Allowing arms to travel through their required suspension arcs without binding improving traction, steering and braking response. K-MAC designs also significantly extends wear life having more then twice the load bearing area of OEM bushes. With over 60 years of proven bush design technology means they are noiseless, long term, maintenance free.
- ◆ **Today's Auto's have only Toe 'in' or 'out' - directional adjustment.** This is all dealers or alignment shops can adjust (with broad - “in spec” tolerance margins) much to the frustration of owners who then mistakenly assume brand of tire is the issue ! Not the reality - there is no longer adjustment of Front Camber and Caster or Rear Camber (and extra Toe) to spread load more evenly - **TO FIX IT RGHT THE 1st TIME !**
- ◆ **With the result - No more ongoing trips to dealers or alignment shops.** K-MAC bushes resolving costly, premature excess edge tire wear, improving traction and steering response. Reduced dive/lift under brake/acceleration and allow “ongoing” adjustment capability to resolve steering pull or curb knock damage. Excess passenger side edge wear through high cambered roads, altered height / load carrying or spirited driving

**WITH ADJUSTMENT BEING JUST A “SINGLE WRENCH”
This K-MAC patented invention has revolutionised the industry . . .**

No more “time consuming” removal of control arms to change bush / Camber settings. With K-MAC it's now on car easily accessible adjustment - Ultimate direct on alignment rack UNDER LOAD !

WIDE PROFILE TIRES, LOWERED SUSPENSION, LOAD CARRYING, CURB KNOCK DAMAGE

Top Arm or Lower Arm adjusters?

BEWARE - The industry standard is “Rear Top Link Adjuster arms” which **DECREASE** outer fender clearance and the metal end links soon pound out.

WHILE - K-MAC elastomer bushes are Lower Arm Adjuster's **RETAINING** outer fender clearance (plus widening track width if adjusting for extra Negative Camber on Race days)

● **COMPETITION PROVEN** ● **BIGGEST ADJUSTMENT** ● **NON SLIP LOCK SYSTEM** ●