

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

# FINALLY FRONT & REAR ONGOING

IMPROVE TRACTION & EDGE TIRE WEAR

**Camber, Caster (and extra Toe) Kits**

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

**SEE WEBSITE  
FULL RANGE  
FRONT & REAR  
KITS**

**HOLDEN VE, VF ('07-'17)  
PONTIAC G8 / SS ('08-'17)**

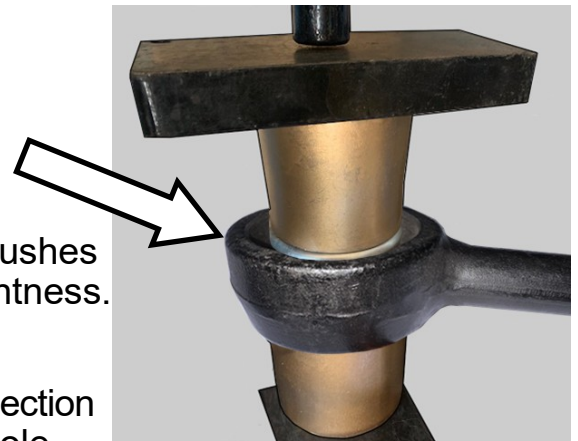
K-MAC - **MONO BALL / SELF ALIGNING**  
IMPROVING BRAKE & STEERING RESPONSE

**\* MINIMAL FRONT & REAR FACTORY ADJUSTMENT**  
(K-MAC Doubles EXISTING adjustment Range)

**FRONT CAMBER & CASTER KITS - LOWER ARM "INNER" MOUNTS**  
INSTALLATION BY A QUALIFIED PERSON (Also See Adjustable Strut Tops)

**CAMBER #201816-1H** Replaces the Lower Arm Inner Bushes

- A.** Securely position jack under a lower control arm (towards inner end). Then raise only sufficient to take up / support load.
- B.** Now disconnect / remove the inner bush "Rear Captive Nut" by holding bolt head and unscrewing / breaking free the nut. Remove bolt - **should be tap out procedure (adjust jack up or down so minimal load)**. Then disconnect outer ball joint so arm can be removed.
- C.** Use bench press to remove inner bushes with the 2 extraction tubes provided.
  - For support - Large tube UNDER bush arm.
  - Small tube on top to push bush out.
- D.** Clean hole and repeat procedure to push K-MAC bushes in. Press in initially 1/4" (5mm) and check for straightness. Then through to evenly centered.
- E.** Reconnect arm (ball joint end) then for ease of reconnection arm "Inner bush" - insert a K-MAC 'D' bolt in bush hole and rotate bolt head till hole at 12 O'Clock position.
- F.** Seat the black elastomer washers provided - one either side of bush and raise arm up so can be reconnected to subframe.
- G.** Place a tooth washer under head of bolt and then insert bolt into frame "with flat on bolt at bottom" - so lines up with flat on hole in K-MAC bush (Step E).
- H.** After insertion fit another tooth washer on thread end then lock tab washer and nut.



**CASTER #201816-2H** Forward Facing Thrust Arm Bushes

(Carry out same fitting procedure as above Camber bushes)

**WHEEL ALIGN ("WITH TYRES ON SLIDE PLATES")**

**SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM**

(allowing ultimate / accurate adjustment "under load")

Make sure nuts are loose and rotate bolt heads for precise Camber and Caster.

Once required settings is obtained, hold head of bolts in this position and tighten the nuts to **122Nm (90 ft/lbs.)**. Then fold one of the 3 lock tabs that lines up with the side of a nut

**ESSENTIAL - RECHECK / MAKE SURE NUTS ARE FULLY TIGHT**  
( Loose Nuts Cause Noise, Wear, Noticeable Camber Change )

**STREET to FULL RACE - REFUSE SUBSTITUTES.** K-MAC Experience of resolving OEM Suspension shortcomings Since 1964 !