

**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'

Genuine K-MAC....

FRONT Camber & Caster Adjuster Kits

DOUBLING EXISTING ADJUSTMENT RANGE

TAUTER RESPONSE (also resolving costly, premature bush failure) **REPLACING THE FRONT HIGHEST WEARING**

W124/C, R129 #501716-1i (CAMBER ONLY)
W201 Incl. AMG #501716K (Camber & Caster)

Also manufactured REAR Camber (and extra toe) adjuster #502026H

UNIQUE K-MAC PATENTED DESIGN

Precisely Adjustable - Single Wrench /
under load, direct on alignment rack !

FITTING

**PRECISE ADJUSTMENT NO
SPECIAL TOOLS REQUIRED**

- A.** Remove the '2' lower control arms from front of vehicle.
(Refer workshop manual and observe all Safety procedures)



- B.** Clamp / secure each control arm in vice - as in picture

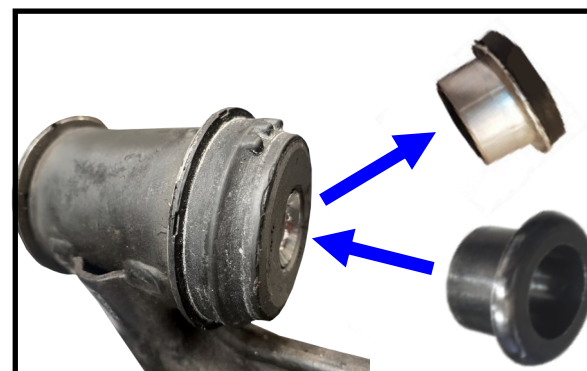
C. CAMBER ONLY

REMOVE "FRONT" BUSHES

CAMBER & CASTER

(Remove Front & Rear)

As in picture now use a chisel (around outer edge of each bush steel flange lip) and tap out each 'half' bush.



D.

Clean holes and insert the new elastomer Bushes. Use the silicone grease supplied to grease the Inner (only) hole in bushes. Then insert the hardened steel inner bushes.

- E.** Re install arms in vehicle. To aid reconnection of the new bolts check and adjust the 'D' hole in each bush so is in 12 O'Clock position (insert a new K-MAC 'D' bolt and rotate bolt head).
- F. PRIOR TO JACKING / RAISING ARMS:** Check / Fine Adjust Bush 'D' hole (Example 11 or 1 O'Clock) so will accurately line up with frame holes. Place Cam washers on Bolt and insert with bolt flat to top (so matches 'D' hole flat angle)
- G.** Then another Cam washer on thread end, plus lock tab washer and new K-MAC nut.

WHEEL ALIGN ("WITH TIRES ON SLIDE PLATES")

SIMPLY ROTATE BOLT HEADS TO REQUIRED SETTING -
UNIQUE K-MAC PATENTED SYSTEM (allowing adjustment "under load")
Make sure nuts are loose - and rotate the bolt heads of both bush mounts for Camber & Caster. Once required setting, hold head of bolts in this position and fully tighten the nuts to **163Nm (120 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 / Wear / Noticeable Camber Change)



“TOTAL SYSTEM”
OTHER POPULAR K-MAC SUSPENSION
UPGRADES *ALSO MANUFACTURED*

REAR - Camber (and extra Toe) adjustable Bushings lower arm inner. Also precise single wrench, easily accessible (accurately under load direct on alignment rack). Retains top of tire to outer fender clearance when adjusting to reduce inner edge tire wear / gain traction. **#502026K**

REAR - Upgraded bushings for the ‘6’ Multi Link Arms (12). Significant improvement to rear end stability - less twitch / flex / loss of traction. Especially when applying power to lane change / overtake

#501528K

AMG & Black series **#502528K**

W124/C, R129 **#501716-1i** (CAMBER ONLY)
W201 Incl. AMG **#501716K** (Camber & Caster)

(Kits to suit Front & Rear all Mercedes 1968 - 2026 incl. Sedans, Coupes, Wagons, SUV's, AMG, Black Series, Commercials)

FRONT CAMBER (& CASTER) DOUBLING EXISTING ADJUSTMENT RANGE
(and accurate-underload direct on alignment rack)

- ✓ **CAMBER** - Positive or Negative
- ✓ **ADJUSTMENT** - Precise “Single Wrench”
- ✓ **BUSHINGS** - Elastomer, not rubber for improved Brake & Steering response with twice the load bearing area
(and at same time replacing the highest wearing)
- ✓ **NO MODIFICATIONS** - To install

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.
- Including unique K-MAC “non-slip” lock system!**

Actual Inventors/Patentee's - The ‘3’ Basic Suspension Systems

We do appreciate any ideas to further improve our market leadership!