

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 all Mercedes 'AMG', BMW 'M'

W216 CL500/600, 63/65 AMG } Camber & Caster 502316K
 W221 S250-600, 63/65 AMG } Camber (Only) 502316-1G

FRONT CAMBER (& CASTER) FOR THE 1ST TIME
 POS. or NEG. CAMBER UP to 1.5°'s Plus 35^{mm} extra track width

Precisely Adjustable - Single Wrench
 (accurately under load - direct on alignment rack)

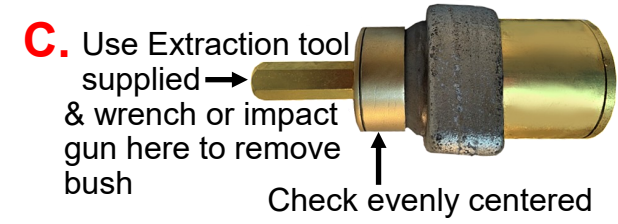
• **WITH 2½ TIMES THE LOAD BEARING AREA** •

*** CASTER - Monoball / 2 Axis ***
 (For improved brake & steering response)

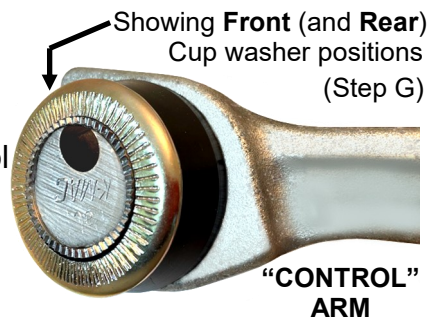
A. Refer maintenance manual and observe all Safety procedures.
 Install with vehicle on 4 post hoist or car ramps to aid reconnection of inner bolts step G.

CONTROL ARM - CAMBER bushes
 (NO 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 if not Easy to tap out.



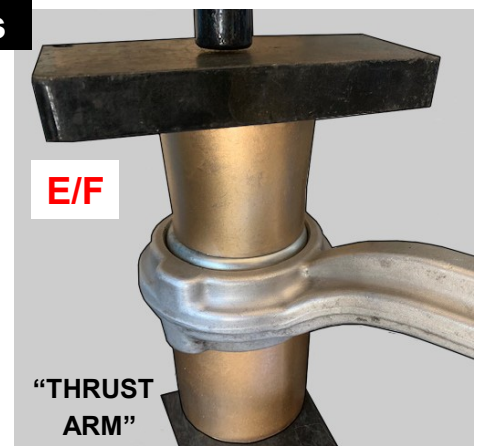
D. Clean hole and insert the 2 elastomer bushes for each arm. Then use grease supplied to lubricate the KMAC steel bushes (only) and insert as above with hole at 12 O'clock.



THRUST ARM - CASTER bushes

(forward facing Thrust arms)

- E.** Remove the 2 arms from vehicle (loosen securing clamp, both inter-coolers to aid bolt removal). Use a bench press to push out OEM bushes - Large tube supplied UNDER to support arm and the smaller tube on TOP to push out.
- F.** Same procedure to "press in KMAC" thrust arm bushes. Initially 5mm and "recheck" vertically aligned. On completion make sure evenly centered in arms



Bench press for Extraction/ Insertion

PRIOR TO RECONNECTION OF ARMS: (to aid lining up / re-insertion of the "inner" frame mount bolts) - initially insert new KMAC 'D' bolt in bush holes so on rotating bolt head the hole can be moved to 12 O'Clock position.

- G.**
 - **THRUST ARMS** - Seat black insulators either side so "Inner dowel" enters hole in each face of KMAC bushes. Raise arms so fit inside frame mounts. Install tooth washers under bolt head and insert bolts with 'D' hole shape flat to BOTTOM so lines up with 'D' hole in bush.
 - **CONTROL ARMS** - Fit Large "cup washers" either side of bush face then raise arms to fit inside frame. Install tooth washers under bolt head and insert bolts with 'D' hole shape flat to TOP so lines up with 'D' hole in bush.

Attach remaining tooth washers prior to lock tab washer and nut.

Check both Caster insulators and the Camber cup washers are evenly seated prior to tightening nut.

WHEEL ALIGN ("WITH TIRES ON SLIDE PLATES")
SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM
 (allowing accurate adjustment "under load" direct on Alignment slide plates)
 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 **122Nm (90 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)

© KMAC Align 2021 #502316K

“TOTAL SYSTEM”

OTHER POPULAR KMAC SUSPENSION UPGRADES **ALSO MANUFACTURED**

Suspension Engineering For Mass
Produced Auto's Since 1964 !



REAR - Camber up to extra 1.5°'s Pos or Neg. (plus extra Toe to compensate). Lower arm bush adjusters - precisely adjust 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. With KMAC “fit on vehicle”, bush extraction tools Included.

#502526K

FRONT - Adjustable upper/inner wishbone bushes for Camber and extra Caster adjustment - Up to extra 1.5°'s Pos or Neg. (Collision damage or combined with the “lower arm adjusters” - Race days allowing to further reduce “understeer” in the pursuit of front row of the grid lap times). Designed for fast fit on vehicle without arm removal (bush extraction tool supplied) #503316-2J

REAR - Upgraded bushings for the ‘6’ Multi Link Arms. Tauter response - less twitch / flex / loss of traction. Especially when applying power to lane change / overtake. #502828K

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ONLY FRONT & REAR TOE “DIRECTIONAL” ADJUSTMENT OEM
(New Car Industries Best Kept Secret)

CAMBER & CASTER FOR THE 1ST TIME
(and accurate-underload direct on alignment rack)

- ✓ **FRONT CAMBER** Positive or Negative
 - Resolve costly, premature edge tire wear
 - Extra adjustment (Track days) see Rear page
- ✓ **CASTER** Monoball / 2 Axis - Resolving the need for OEM oil & air voids. Allowing significant improvement to brake & steering response. Supersedes spherical bearings that soon pound out.
- ✓ **ADJUSTMENT** Precise “Single Wrench” on car (unique Pat. design) no disassembly each time!
- ✓ **BUSHINGS** 2½ times the load bearing area
 - Same time replacing the highest wearing
 - Noiseless, Long term, Maintenance free
- ✓ **INCLUDES** - Bush Extraction / Insertion tubes
Camber bushings can be replaced on car

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 KMAC “non-slip” lock system!**
Actual Inventors/Patentee's - The ‘3’ Basic Suspension Systems