



UPDATED PERFORMANCE BUSHINGS FOR THE '6' MULTI LINK REAR ARMS -

Superceeding short life Delrin or
spherical bearings that soon pound out

**Less Twitch, Flex, Loss of Traction especially
when applying power to lane change / overtake!**

ALL PART OF A MATCHED & TUNED TOTAL SYSTEM - ADJUSTABLE "STRUT" TOPS, WISHBONES, BUSHING KITS

#502428K

PARTS ENCLOSED:

- '1' - Extraction and Support Tubes - use with bench press
(Use a flat plate to press KMAC bushes in)
- '12' - Rear Link Bushes (8/41^{mm} O.D, 4/38^{mm} O.D.)
- '4' - End cups for upper arm "outer" mounts

'1' - "1/2 Tube" - maintains correct spacing (if 'pressed steel' lower arms) when Extracting / Inserting the "Front" Bush.

BUSH MOUNT POSITIONS:

- '8' Large Diam Bushes (41^{mm} diam) Upper arms
- '4' Smaller Diam. (38^{mm} diam.) Lower arms

Press in KMAC bushings initially - 5mm (1/4") Then check that bush is accurately in line before pressing fully in.

FITTING:

- A.** Jack rear of vehicle and use Safety stands to support chassis and remove rear wheels.
- B.** Disconnect upper arms. The inner "Rear" bush (to gain access to remove bolt) jack and support the rear subframe. Loosen the '4' subframe mount bolts (10^{mm} only) and then lower jack.
- C.** Place jack now under subframe **ON THE SIDE - THAT INNER ARM IS BEING REMOVED**. Then loosen that side '2' subframe bolts - further lowering jack "tilting subframe" - sufficient that inner bolt and arm can be removed. Allowing bushings to be pressed out and replaced.
- D.** Retighten the 2 mount bolts and repeat procedure on other side of vehicle.

KMAC - Resolving OEM Suspension shortcomings since 1964 !

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