

W211, W216, C219, W221, R230, R231 incl. AMG

REAR UPPER “TURNBUCKLE ADJUSTABLE” CAMBER ARMS
 (KMAC - Including Airmatic suspension)

*** INCLUDES - “EXTRA” Toe adjustment**
 to compensate for the new Camber facility.

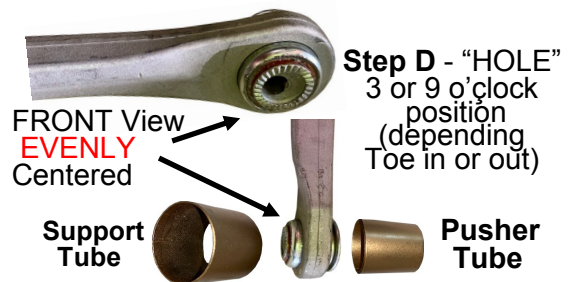
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CAMBER ADJUSTMENT —

- A.** Jack rear of vehicle and use Safety stands to support chassis and remove rear wheels.
- B.** Disconnect the existing upper control arm on both sides.
 - 1. NOTE:** To gain access to remove the “inner” mount bolts need to **securely jack and support the rear “subframe”**. Loosen the ‘4’ subframe mount bolts (10mm only) and then lower jack.
 - 2.** Place jack now under subframe ON THE SIDE - that inner arm bolt is being removed. Then loosen that side ‘2’ subframe bolt - further / lowering jack “tilting subframe” — sufficient that inner arm bolt can be removed.
 - 3.** Install new KMAC arm (fit cone washer supplied to outer mount) and retighten the ‘2’ subframe bolts on this side, so again only 10mm loose. Repeat step #2 on other side then fully retighten the 4 subframe bolts.

C. TOE ADJUSTMENT —

Existing Toe adjustment arm is located at rear of subframe. Remove arms and use bench vice and the ‘2’ small tubes supplied to press out the “outer” Toe bush on each side. Then press in (even distance) the new KMAC bushes. NOTE: Can be pushed in, in any offset position!



- D.** Reconnect Toe arms - the new KMAC “outer” bushes (with nut loose). It is important to rotate bolt head so bush “offset” in “horizontal” position. *3 o'clock if existing Toe out or 9 o'clock if Toe in. Then hold bolt head in this position and fully tighten nut. Then “precisely” adjust Toe using existing OEM **inner bolts** - as per below “WHEEL ALIGN”.

WHEEL ALIGN (“WITH TIRES ON SLIDING TURNTABLE”)

1. CAMBER - Make sure initially that bolt threads - each side is even length. Adjust center hex to required Camber setting then fully tighten both lock nuts.

2. TOE ADJUSTMENT
 Precisely adjust using the existing OEM inner bolts. (also refer Step D)
 Then fully tighten bolts.