

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

# FINALLY FRONT & REAR ONGOING

IMPROVE TRACTION & EDGE TIRE WEAR  
**Camber, Caster (and extraToe) Kit**  
AUDI TO VOLVO - Including Mercedes 'AMG', BMW 'M'

**#502526K W211,W219,R230,231 incl. AMG & 4MATIC**

(Coil Susp. #502126-1K)

## REAR CAMBER (& EXTRA TOE) ADJUSTABLE BUSHINGS

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

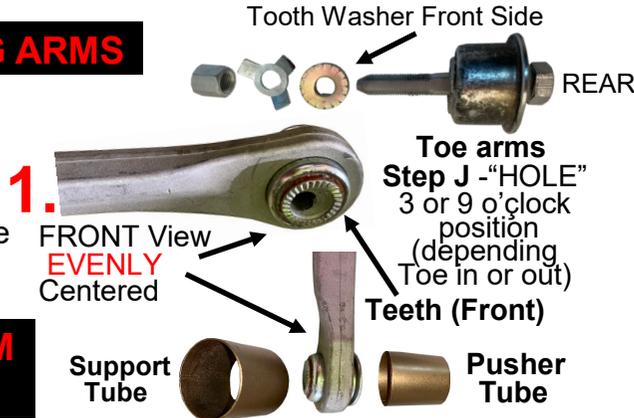
**WRENCH:** 1 x 18mm, 2 x 16mm. **SOCKET:** 1 x 18mm, 1 x 18mm (Ext.), 1 x 12mm (Multi Spline)

\* Refer maintenance manual and observe all Safety procedures. \*

**A.** Jack rear of vehicle and remove wheels. Locate safety stands - One under each outer control arm mounts (to aid reconnection / lining up holes in step i)

### **B. TOE - UNBOLT EXISTING ARMS**

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!

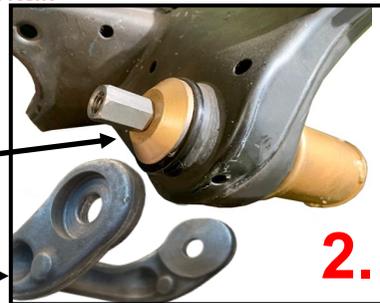


### **C. CAMBER - LOWER ARM INNER BUSHES**

Securely position jack under a lower control arm (towards inner end). Then raise (only sufficient) to take up / support load (for ease of bolt removal make sure load is even on both arm forks).

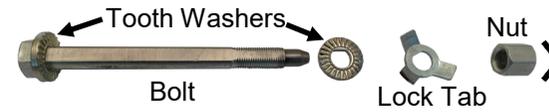
**D.** REMOVE THE INNER BOLT initially quarter and re-adjust jack (if not easy to tap out) - bolt head should be horizontal.

**E.** Once removed slowly lower jack - sufficient only for end of arm to expose the bush in frame. Then install KMAC threaded rod tool FROM FRONT (as in Pic 2) and large washer on REAR. to extract bush 18mm ext. socket (can be tight - use impact wrench if available).



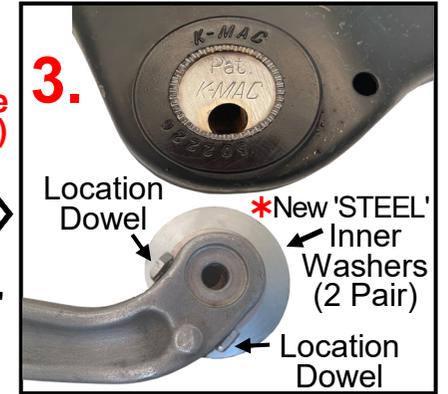
LOWER CONTROL ARM INNER MOUNT

**F.** Insert the new KMAC elastomer' bushes. Now lubricate the steel Inner bushes (only) with silicone grease supplied and insert. ('D' holes ease of access rotate to 6 o'clock - flat then to bottom)



**G.** Position "new STEEL inner washers" (matched left and right hand) inside of arms as in Pic 3 then jack to raise arms to line up holes.

### LOWER ARM INNER MOUNT



\*Check washer offset (as above pic.)

**H.** Place small tooth washer under bolt head and insert bolt from behind (with "flat" of bolt DOWN so lines up with flat in 'D' hole). Use pointed screw driver front hole to accurately align while inserting bolt.

**I.** Threaded end - install another tooth washer then lock tab washer and nut.

**J.** RECONNECT TOE ARMS - New "outer" bushes (tooth washers on "thread end" front) then tab lock washer and nut. Important to rotate bolt head so bush "offset" in "horizontal" position EXAMPLE - TOE "IN" LH side "offset" 3'Oclock. RH at 9'Oclock. Then "precisely" adjust TOE USING EXISTING OEM INNER BOLTS - AS PER BELOW "WHEEL ALIGN".

### WHEEL ALIGN ("WITH TIRES ON SLIDE PLATES")

#### CAMBER - "ESSENTIAL"....

- TOE ARM "INNER" MOUNTS DISCONNECTED ●
- 1.** PRIOR TO ADJUSTING CAMBER ! TO PREVENT BINDING / LOCKING UP !

SIMPLY ROTATE BOLT HEADS— UNIQUE KMAC PATENTED SYSTEM  
Allowing accurate adjustment - under load (Make sure lock nuts loose)

- 2.** "TOE" ADJUSTMENT  
PRECISELY ADJUST USING THE "EXISTING" INNER BOLTS (ALSO REFER STEP 'J')

Once required settings obtained hold head of bolts in this position and tighten nuts to 110Nm (80ft/lbs)

**ESSENTIAL RECHECK MAKE SURE 4 NUTS ARE FULLY TIGHT**  
( Loose Nuts Cause Noise Noticeable Camber Change )

# CHASSIS QUICK REFERENCE ALL '68-'23 Incl. AMG, Black Series

FINALLY - ON GOING / PRECISE ADJUSTMENT Resolve Steering Pull, Premature Edge Tire Wear

## FRONT (CAMBER & CASTER) • "EXTRA" Performance driving / Track days STRUT TOPS. see below ADJUST (Front Upper "A" Arms. - Page 7-11)

|    |                    |  |   |   |
|----|--------------------|--|---|---|
| 8  | '10-'18<br>'12-'18 | W212, E200 - 550<br>W212/S, E63, E65 AMG #503616K<br>• Also Adjustable Strut Top Mounts - If Coil Spring Suspension Stage 2 (Street/Race)<br>• Also Adjustable Strut Top Mounts - If Coil Spring Suspension Stage 3 (Full Race)  | C218 CLS 250 - 550<br>C218 CLS 63, 65 AMG.<br>Suspension Stage 2 (Street/Race)<br>Stage 3 (Full Race) | #502916 K<br>#503116 K<br>#502916-2 L<br>#502916-3 L                  |
| 7  | '15-'21            | W205 / A / C / S, **C180, C200, C220, C250, C300, C350<br>**C300, C400, C450 / C43 AMG(4MATIC)<br>C63/C. 63S AMG   | { AMG GT4 Door<br>ALL 43 to 63/S }  | #502816 K<br>#503416 K<br>#503316 K                                   |
| 7  | '16-'23<br>'13-'23 | **W213 4MATIC E43/53/63, E220-450. **C253/X GLC, C257 CLS incl. AMG<br>**W213 E200-350. **C238, **C217, W222/223/S AMG S63/65, 4Matic. Maybach('15-'23)  |   | #503416 K<br>#502816 K  |
| 7  | '02-'20            | R172, W204, C207, AMG, 'Black' (for AMG, Black #503516K. 270 - 500 #502216K)<br>• Also Adjustable Strut Top Mounts - If Coil Spring Suspension Stage 2 (Street/Race)<br>• Also Adjustable Strut Top Mounts - If Coil Spring Suspension Stage 3 (Full Race)<br>W204/X, C207/A Incl. AMG, 'Black' Series | Stage 2 (Street/Race)<br>Stage 3 (Full Race)<br>Stage 2 (Street/Race)<br>Stage 3 (Full Race)          | #502616 K<br>#502616-2 L<br>#502616-3 L<br>#503016-2 L<br>#503016-3 L |
| 9  | '02-'20            | W203/A, W211, C209 (CLK 270 - 500), C219, R171, R230, R231   |   | #502216 K   |
| 9  | '93-'10            | R170, W202, C208 / A Incl. Chrysler Crossfire (300C, Charger, #502716 K)   |   | #502016 J   |
| 9  | '96-'09            | W210 (502116K)   | "4MATIC" - W210, W211/S, W220   | #502416 K   |
| 9  | '06-'14            | W216, W221   |   | #502316 K   |
| 9  | '00-'06            | W215 CL, W220/S  |   | #502516 K   |
| 9  | '91-'99            | W140, Maybach ('97-'12) Have adjustment KMAC doubles adj. range  |   | #501916 K   |
| 10 | '82-'01            | W124, R129, W201 Have adjustment KMAC doubles adj. range<br>• Also (124, 129) Adjustable Strut Top Mounts (#501716-2 L, #501716-3 L)   |   | #501716 J   |
| 10 | '77-'91            | W123, W126 Camber only Have adjustment KMAC doubles adj. range   |   | #501616 H   |

## REAR (CAMBER & Extra TOE) • Upated Bushings 6 Multi link rear arms Page 14 Upper Camber arms (and extra Toe) Page 12-14

|    |          |   |  |                        |
|----|----------|---|--|------------------------|
| 12 | '14-'23  | W205 (incl. AMG C43, *C63/S), W213, C238, 253, 257 (Coil/4Matic #502226) Airmatic                           |  | #502326 K              |
| 12 | '14-'23  | *C63 ('S' Coupe) also AMG GT 4 Door & above AMG Models ("alloy" arms)                                       |  | #502326-1 K            |
| 12 | '00-'18  | W204 incl. AMG, Black Series, C207, W212, W215, C218  |  | #502126 K              |
| 12 | '02-'20  | W211, C219, R230/231 Airmatic/4matic incl. AMG #502526K. W211, C219, R230/231 (Coil)                        |  | #502126-1 K            |
| 12 | '06-'20  | W216, 221, 222, C217 (Maybach 15-20)  |  | #502626 K              |
| 12 | '01-'20  | C209 / A ('01-5/04), R171, R172 (33mm Lower Arm/inner bush)   |  | #502026 H              |
| 12 | 6/04-'09 | C209 / A (Black Series 501526J) (51mm " " " " )   |  | #501926 K              |
| 13 | '91-'06  | W140, W220 (Maybach '02-'12 #501726K) (51mm " " " " )   |  | #501626 K              |
| 13 | '82-'10  | W124/C, R129, R170, W201, W202, *C208, W210, Chrysler Crossfire (300C, Charger #502726 K) *A208 Convertible |  | #502026 H<br>#501426 i |
| 13 | 04-'07   | W203 (from A555897, F457375, R131145) (51mm Lower Arm/inner bush)   |  | #501926 J              |
| 13 | 00-04    | W203 (33mm " " " " )  |  | #502026 H              |
| 14 | '68-'91  | R107, W114, W115, W116, W123, W126  |  | #501826 J              |

| SUV, SPRINTER, VITO, A/B/CLA/GLA/AMG  | FRONT  | REAR  |  |
|---|--|---|--|
| SUV ** W167 / X, V167 GLE/GLS, C293 Upper Arm Inner Bushes<br>** W166 / X, C292<br>** W164 / X, ML W251<br>W163 (Camber only)   | 11 #504216-2K<br>#504016 N<br>#503816 N<br>#503916 G     | 14 #504226 K<br>#504026 K<br>#504026 K<br>#503926 i | REAR Bushings and / or Upper Arms (Page 14)                              |
| Sprinter W906 ('06-'23) Full Camber (& Caster)<br>W903 ('95-'06) '4' lower arm bushes)  | 11 #505716 K<br>#505616 K                                |   |  |
| Vito W639, 447, 448 ('10-'23) Front Struts - Camber & Caster<br>Metris W639 ('04-'10) 4 lower arm bushes Camber Caster<br>Valente W638 ('96-'03) Front Camber (Maxi Camb See Page 11) | 11 #506016 L<br>#505116 K<br>#120216 D                   | 14 #505226 K<br>#505126 K<br>#505126 K              |  |
| 2018-2023 W177/A35/45/S, C118 CLA, 247B/X GLA STRUT TOPS (Precise Camber & Caster) STAGE 2 (STREET/RACE) STAGE 3 (FULL RACE)  | 12 #506216-2 L<br>#506216-3 L                            |   |  |
| 2012-2020 W176/A45, C117 CLA, B246, X156 GLA STRUT TOPS (Precise Camber & Caster) STAGE 2 (STREET/RACE) STAGE 3 (FULL RACE)   | 8 #506116-2 L<br>#506116-3 L<br>#506116-4 K<br>#120216 D |   | Have Rear Toe. KMAC provides also Camber & doubles Toe adjustment range. |
| Extra Camber & Caster (Race days) lower arm (inners) '98-'23 Front Camber Only (Maxi Camb)  | 11 #120216 D   | 14 #506126 K<br>#506128 K<br>#506128-1J             |  |
| REAR ('13-'20) lower arm Camber (& extra Toe) bushes. Trail Arm front bushes. Tauter response, traction Upated bushes - 6 Multi link arms. Tauter response, traction                  |  |   |  |



**MERCEDES - "REAR Camber & Toe"**  
**#502526K** W211, W219, R230, R231 incl. AMG & 4MATIC  
 (Coil Susp. #502126-1K)

**FRONT - CAMBER & CASTER ALSO MANUFACTURED**  
 (Both lower arms or upper wishbone bushes)

• **KMAC - PRECISE ADJUSTMENT FACILITY FOR THE 1st. TIME** •

Tires are expensive - Resolve costly, premature edge tire wear - Improve traction - Ongoing adjustment for curb knock damage, altering height or changing tire widths.

**A REVOLUTION IN SIMPLIFIED ADJUSTMENT**  
 BUSH ROTATES INSIDE (stationary) OUTER SLEEVE means unlike other brands bushes can be inserted in any position! (not just one offset position of adjustment) allowing therefore precise change of adjustment. SIMPLY BY ROTATING BOLT HEADS.  
 KMAC UNIQUE PATENTED INTERLOCKING BOLT / BUSH DESIGN

**GENUINE KMAC (Rear Camber with "extra" Toe adjustment)**

1. Unlike upper Camber arms KMAC are designed to adjust lower arms. Advantage is clearance top of tire to outer fender is maintained when wanting to reduce inner edge tire wear. Essential if wide profile tires / wheels fitted. Also KMAC kits include extra Toe adjustment to compensate for the new Camber facility.
2. Unlike virtually all other brands — we do not use solid metal to metal spherical bearings which transmit road noise and prematurely pound out. Instead patented design long life elastomer bushings (with twice the load bearing of spherical bearings or OEM bushings) allowing also improved handling response.