



UPGRADED 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

**W204W205 incl. C63/S (Sedan, Wagon), C207,W212,W213/S,C218,R231,C238,C253, C257 incl. AMG & Black Series
#502628K**

PARTS ENCLOSED:

- '1' - Extraction and Support Tubes - use with bench press
(Use a flat plate to press KMAC bushes in)
- '12' - Rear Link Bushes (4/43mm O.D, 4/39mm O.D, 4/38mm O.D.)

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

BUSH MOUNT POSITIONS:

- '4' - Large Diam. Bushes (43mm diam.) - Upper / Front arms
(Outer mounts - fit the "domed" end steel bushes)
- '4' - Medium Diam. Bushes (39mm diam.) -Upper / Rear Arms
(Outer mounts - fit the "domed" end steel bushes)
- '4' - Small Diam. Bushes (38mm diam.) - Lower / Front 'Thrust' 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 (10mm 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 the control arm can be removed.
- D. See "Parts Enclosed" re pressing in new K-MAC bushes.
- E. Reconnect arms and retighten the 2 mount bolts and repeat procedure on other side of vehicle.