

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'

#502216 #502516 #502816

FOR THE 1ST. TIME

FRONT CAMBER & CASTER ADJUSTABLE BUSHINGS

Precisely Adjustable - Single Wrench

(accurately under load - direct on alignment rack)

(Also replacing the '4' Front Highest wearing)

BUSHES ARE MONO BALL / 2 AXIS / SELF ALIGNING WITHOUT THE OEM OIL AND AIR VOIDS.

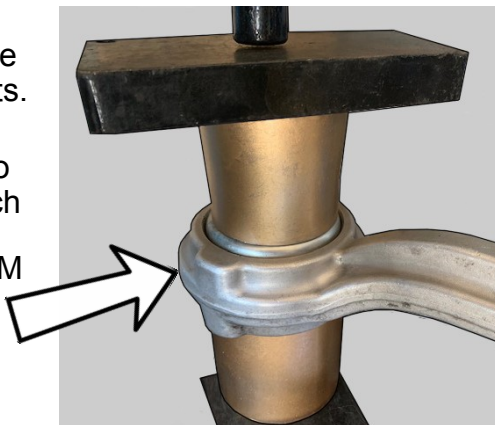
Significantly improving Brake and Steering response (superseding spherical bearings - having more than 2½ times the load bearing area)

ADJUSTING "LOWER" NOT UPPER ARMS

RETAINING TOP OF TIRE TO OUTER FENDER CLEARANCE

Refer maintenance manual and observe all Safety procedures.

- A.** Jack and remove front wheels. Locate safety stands - One under each outer control arm mounts.
- B.** Securely position jack under a lower control arm (towards inner end). Then raise only sufficient to take up / support load re adjust if not easy to tap out each bolt.
- C.** Repeat procedure to disconnect the forward facing thrust arm bush bolts.
- D.** Now disconnect outer ball joints so arms can be removed. Then bench press to push out both the control arm and the thrust arm "inner" OEM bushes - Large tube supplied BELOW to support arm and the smaller tube on TOP to push out.



- E.** Same procedure to "press in KMAC" bushes (press in initially 5mm then check vertically aligned). On completion make sure evenly centered in arms.



New Adj. Bush installed with insulator caps as in step F

- F.** Reconnect arm "OUTER" mounts 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.** Seat black insulators so "inner dowel" enters hole in each face of the KMAC bushes. Then raise arms to fit inside frame mounts. Place tooth washer under a bolt head and line up bolt holes. Insert bolt with bolt flat "down" - so matches 12 O'Clock position of "D" hole in bush.
- H.** Fit remaining tooth washers on thread end, then lock tab washer and nut.

Check insulators are evenly seated prior to tightening nuts.

WHEEL ALIGNMENT ("WITH TIRES ON SLIDE PLATES")
 SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM (allowing accurate adjustment "under load" direct on alignment rack)

Make sure nuts are loose and rotate the bolt heads of both bush mounts for Camber and Caster. Once required setting, hold head of bolts in this position and fully 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 NUTS ARE FULLY TIGHT
 (Loose Nuts Cause Noise)

**OTHER POPULAR SUSPENSION
UPGRADES ALSO MANUFACTURED**

REAR - Camber also for the 1st time. (and 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.

FRONT - Wishbone (not strut) models:
adjustable Upper/inner bushes for extra Camber and Caster adjustment

REAR - Upgraded bushings for the '6' Multi Link Arms. Significant improvement to rear end stability - less twitch / flex / loss of traction. Especially when applying power to lane change / overtake.



4 Front Lower Arm / Highest Wearing Bushes

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ONLY 'TOE' DIRECTIONAL ADJUSTMENT OEM
(New Car Industry Best Kept Secret)

- ✓ **FRONT CAMBER** Positive or Negative
 - Resolve costly, premature edge tire wear
 - Extra adjustment (Track days) see Rear page
- ✓ **CASTER** Monoball / 2 Axis without the need for OEM oil & air voids. Significant improvement to brake & steering response.
- ✓ **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*

We do appreciate any ideas to further improve our market leadership !