

AMG GT - 4 Door X290 #503416-3M

43,53, 63, 63/S E Performance

FRONT "CAMBER & CASTER" FOR THE 1st. TIME !

(Also replacing '4' Highest wearing Bushings)

• WITH 2½ TIMES THE LOAD BEARING AREA •

Precisely Adjustable - Single Wrench

INSTALLATION BY A QUALIFIED PERSON

A CAMBER Inner Facing Arms - Fit without Arm or Wheel removal !

Securely position jack under a lower control arm (towards inner end). Then raise only sufficient to take up / support load.

B FOR EASE OF BOLT REMOVAL - Tap out initially quarter way. Then jack arm up or down so bolt is horizontal !

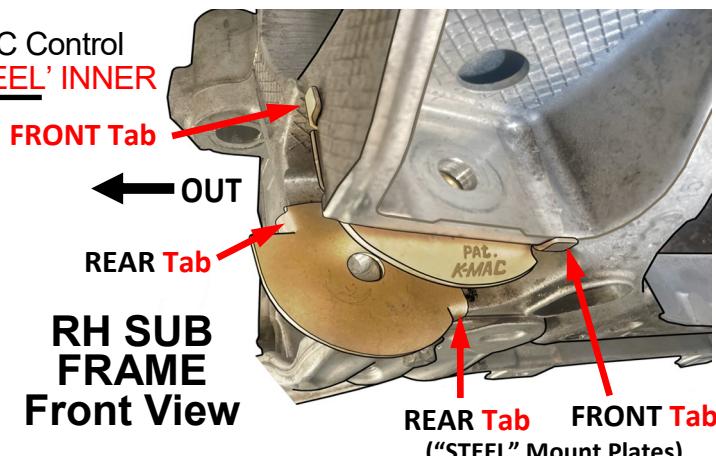
C Lower arm to expose bush and use Extraction Tool Supplied & Wrench or Impact gun here to remove bush



D Then insert elastomer bushes and use lubricate supplied on the inner hole (only) and insert steel bush. For ease of access Insert as above with hole at 12 O'clock.

E Position the new K-MAC Control Arm Frame mount 'STEEL' INNER PLATES.

See Reverse of Sheet - Pics
Left & Right Side (FRONT & REAR)



F PRIOR TO JACKING / RAISING ARMS: CHECK / FINE ADJUST BUSH 'D' hole (Example 11 or 1 O'Clock) so accurately lines up with frame holes.

G Install tooth washer under bolt head and insert bolts with 'D' shape flat to 'TOP' so lines up with 'D' hole flat position in bush. (Then also washer thread end, lock tab & nut). NOTE: ADJUSTING TIRES "SIDeways" - Always on "Slide Plates" or No Load !

CASTER Forward Facing Arms "Mono Ball" Bushes - (Also Improved Brake / Steering response)

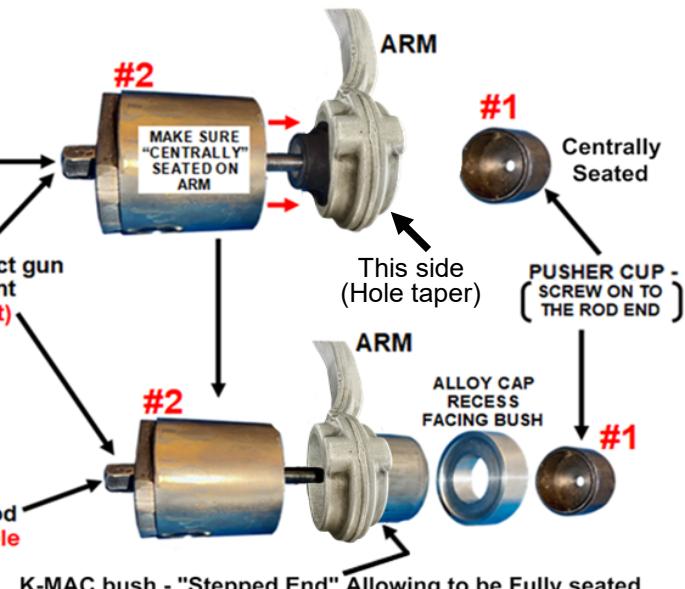
H Repeat Steps A & B Then use large extraction tool below to remove OEM bushes and replace with the adjustable K-MAC bushes.

ASSEMBLY FOR REMOVAL OF OEM BUSHES

Fit Threaded Rod to "CENTER" hole
REMOVAL
Recommend impact gun as initially tight (14mm socket)

ASSEMBLY FOR INSERTION OF K-MAC BUSHES

Fit Threaded Rod to "OFFSET" hole



K-MAC bush - "Stepped End" Allowing to be Fully seated in arm (offset hole in line with rod) Then connect end cap and **fully press in to bush is "evenly" centered in arm**

I Repeat Steps F & G (seat bush black insulators each side so "dowel" seats in hole each face of bush. Step F insert / trial a bolt so can record "exact" angle of bolt flat !

WHEEL ALIGN ("ADJUST" TIRES ON SLIDE PLATES)

SIMPLY ROTATE BOLT HEADS TO REQUIRED SETTING -
UNIQUE K-MAC PATENTED SYSTEM (allowing adjustment "under load")
Make sure nuts are loose - and rotate the bolt heads of both bush mounts for Camber & Caster. Once required settings, hold head of bolts in this position and fully tighten the nuts to 163Nm (120 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 4 NUTS ARE FULLY TIGHT
(Loose Nuts Cause Noise / Wear / Noticeable Camber Change)

"TOTAL SYSTEM"

OTHER POPULAR SUSPENSION UPGRADES
ALSO MANUFACTURED incl AMG, Black Series

REAR - CAMBER ALSO FOR THE 1ST TIME. (+ - 2°)
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.

AIRMATIC SUSP. #502326K COIL SPRING 4MATIC #502226K
AMG C253/X, W213, C257 #502326-1L

FRONT - "UPPER WISHBONES" CAMBER & CASTER

•Adjusts top of tire (or with #503416K lower arm kit - doubles the adjustment range for Performance or Track days)

1. REPLACEMENT "INNER BUSHES" (+ - 1.5°)
Security of existing OEM arms and K-MAC design allows to be fitted without arm removal
#503316-2J
2. REPLACEMENT "ARMS" (+ - 2.5°)
Security of H/Duty forged alloy - Same as OEM (Not welded / fabricated)
#503316-3N

REAR - Uprated 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

#502628K

SUV - C253/X (GLC)

"Front & Rear Adjustment" also essential....

IF LOWERING HEIGHT / CENTER OF GRAVITY
for increased handling / safety - less roll / sway, improved steering response, highway driving / lane changing.



RESOLVING COSTLY, PREMATURE Edge tire wear, Steering pull, EXCESS EDGE LOAD, LEADING TO: *Higher impact, Ruptured side walls (with less load - reduced Tire squeal, Crabbing on full lock).*

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43,53, 63, 63/S E Performance

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

- ✓ **FRONT CAMBER** Positive or Negative (+ -1.5°)
Resolve costly, premature tire edge load / wear
- **LOWER ARMS** - Retains top of tire to outer fender clearance
- ✓ **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! (and accurate-under load direct on alignment rack)
- ✓ **BUSHINGS** 2½ times the load bearing area
 - Same time replacing the highest wearing
 - Noiseless, Long term, Maintenance free
- ✓ **FIT WITHOUT ARM REMOVAL** Extraction tool supplied

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 K-MAC "non-slip" lock system!**

Actual Inventors/Patentee's - The '3' Basic Suspension Systems

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