

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

# FINALLY FRONT & REAR ONGOING

IMPROVE TRACTION & EDGE TIRE WEAR

## Camber, Caster Adjustment

AUDI TO VOLVO - Including Mercedes 'AMG', BMW 'M'

**#503416K**

4MATIC MODELS  
Also Electric  
EQC

**W205** - C300, C400, C450 / C43 AMG (4 MATIC)  
**W213** - E43, E53, E63, E220 - 450 AMG (4MATIC)  
**C253/X** (GLC), AMG (4 MATIC)

### FRONT CAMBER & CASTER ADJUSTABLE BUSHINGS

(Also replacing the '4' Front Highest wearing)

- **WITH 2½ TIMES THE LOAD BEARING AREA** •
- Precisely Adjustable - Single Wrench

**CAMBER:** The 2 lower control arm inner bushes - **which can be removed on vehicle** using the extraction tool supplied (see below)

**CASTER:** Forward facing thrust arm bushes - remove each arm and use bench press and the large and small tubes supplied (see 'I/J' pic)

**A.** Refer maintenance manual and observe all Safety procedures. Jack and remove front wheels. Locate safety stands - one under each outer control arm mount (to aid reconnection / lining up holes in step i & J).

#### **B. CONTROL ARMS "CAMBER" - Lower inner bushes**

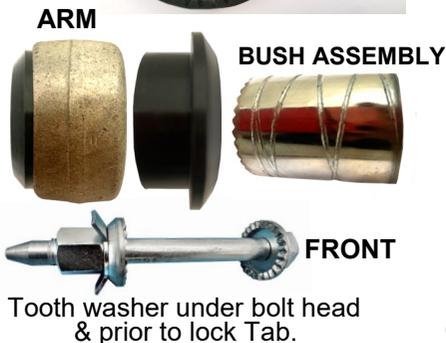
Securely position jack under a lower control arm (towards inner end). Then raise only sufficient to take up / support load.

**C.** Remove bolt - **should be tap out procedure (adjust jack up or down so minimal load)**

**D.** Lower control arm sufficient to expose Bush.

**E.** Use Extraction Tool Supplied & Wrench or Impact gun here to remove bush

**F.** Then insert elastomer bushes and use lubricate supplied on the KMAC steel bushes(only) and also insert (As above with hole at 12 O'clock).



**G.** Position the new KMAC Control Arm Frame mount 'STEEL' INNER PLATES

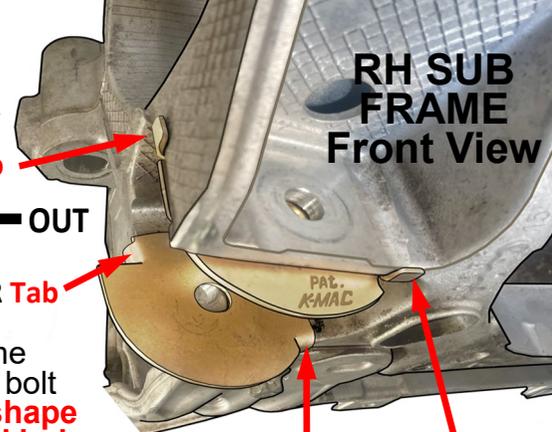
See Reverse of Sheet - Pics Left & Right Side (FRONT & REAR)

FRONT Tab

← OUT

REAR Tab

**RH SUB FRAME Front View**

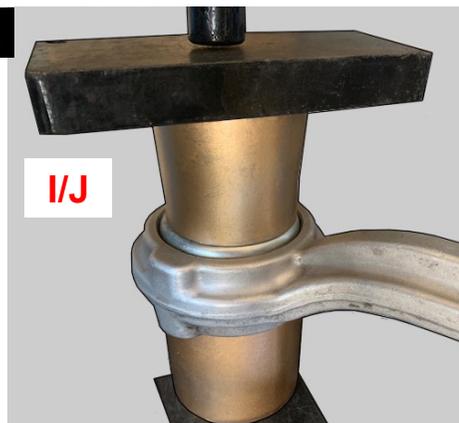


**H.** Reposition arms back inside frame then install tooth washers under bolt head **and insert bolts with 'D' shape flat to 'TOP' so lines up with 'D' hole flat position in bush.**

REAR Tab FRONT Tab

#### **I. THRUST ARM "CASTER" bushes**

Same procedure to remove front mount bolt then disconnect outer ball joint allowing arm removal. Then use a bench press to push out OEM inner bushes - Large tube UNDER to support arm, small tube on TOP to push out.



**J.** "Press in KMAC" bushes. **Initially 5mm and "recheck" vertically aligned.** Then till "evenly centered" in arms.

**K.** Reconnect outer mounts then use KMAC D bolt to rotate inner bush to 12 O'clock. Seat black insulators either side so inner dowel enters each face of KMAC bush.

**L.** Raise inner mount so fit inside frame mounts and line up holes. Place a tooth washer on bolt and insert with bolt flat UP so lines up with 'D' hole flat position in bush.

• **THRUST AND CONTROL ARMS**  
Attach remaining tooth washers prior to lock tab washer and nut.

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

**SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM** (allowing accurate adjustment "under load" direct on Alignment slide plates) Make sure nuts are loose and rotate the bolt heads of both bush mounts for Camber and Caster. Once required setting is obtained, hold head of bolts in this position and tighten the nuts to **150Nm (110 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 Noticeable Camber Change )

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# "TOTAL SYSTEM"

**OTHER POPULAR SUSPENSION UPGRADES**  
**ALSO MANUFACTURED incl AMG, Black Series**  
 Incl. AMG, Black Series

## REAR - CAMBER ALSO FOR THE 1ST TIME. (+ - 1.5°) 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 KMAC 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.



**#503416K**

**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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 EQC

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## 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
- ✓ **INCLUDES** - Bush extraction / Insertion tubes

*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 ! 02/06