

**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 Mercedes 'AMG', BMW 'M', Porsche '991'

#503416K

W205-C300, C400, C450/C43 AMG 4MATIC
C253/X (GLC), C257 (CLS) AMG, 4 MATIC

FOR THE 1ST. TIME . . .

FRONT CAMBER & CASTER ADJUSTABLE BUSHINGS

(Also replacing the '4' Front Highest wearing)

- WITH 2½ TIMES THE LOAD BEARING AREA •

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

CAMBER: 2 lower control arm inner bushes - OEM bushes 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 'E/F' pic)

Refer maintenance manual and observe all Safety procedures.

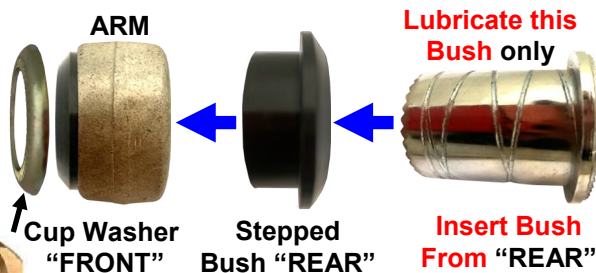
Raise front, install Safety Stands to support frame rails and remove front wheels so suspension is on full droop

CONTROL ARMS CAMBER

A. Support and remove inner bush mount bolt.

B. Lower control arms to expose bush

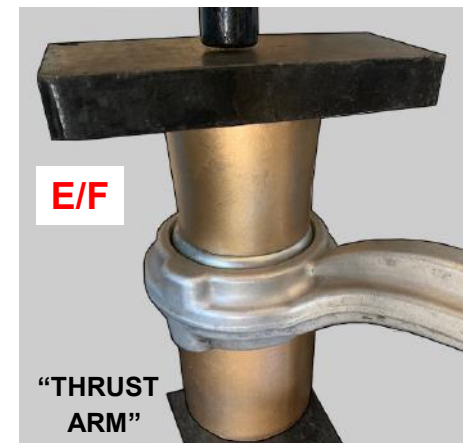
C. Use Extraction tool supplied & wrench or impact gun here to remove bush



D. Clean hole (check no burrs) and insert the 2 elastomer bushes for each arm. Then insert the steel bushes (STEEL LIP TO REAR)

E. THRUST ARM'S "CASTER"

Use a bench press to push out OEM bushes - Large tube supplied UNDER to support arm and the smaller tube on TOP to push out.



Bench press for Extraction/ Insertion

F. Same procedure to "press in KMAC" thrust arm bushes. Initially 5mm and "recheck" vertically aligned. On completion make sure evenly centered in arms

G. PRIOR TO RECONNECTION OF ARMS: (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

- **THRUST ARMS** - Seat black insulators either side so "Inner dowel" enters hole in face of KMAC bushes. Raise arms so fit inside frame mounts. Install tooth washers under bolt head and insert bolts with 'D' hole shape flat to TOP so lines up with 'D' hole in bush.
- **CONTROL ARMS** - Fit cup washer to "Front Face" of bush (check steel bush "Lip End" is to rear) then raise arms to fit inside frame. Install tooth washers under bolt head and insert bolts (with 'D' flat also on Top).

Attach remaining tooth washers prior to lock tab washer and nut.

Check both Caster insulators and the Camber "front" cup washer are evenly seated prior to tightening nut.

WHEEL ALIGNMENT

SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM (allowing accurate adjustment "under load" direct on Alignment turntable)

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 **122Nm (90 ft/lbs.)**

Camber - Adjust / rotate "downwards".

Then fold one of the 3 lock Tabs that lines up with the side of a nut

Check / re adjust existing 'Toe' settings.

ESSENTIAL RECHECK MAKE SURE 4 NUTS ARE FULLY TIGHT

(Loose Nuts Cause Noise Noticeable Camber Change)

"TOTAL SYSTEM"

OTHER POPULAR SUSPENSION UPGRADES

ALSO MANUFACTURED incl AMG, Black Series



#503416K

STREET / RACE

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 #502226K AMG #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 - 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
#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 and with less load - reduced Tire squeal, Crabbing on full lock

W205-C300, C400, C450 / C43 AMG (4 MATIC)
C253/X (GLC), C257 (CLS) AMG (4 MATIC)

(and accurate-under load direct on alignment rack)

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!
- ✓ **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