

W223, S350-680, AMG 63, Maybach ('21-'24)

**FRONT CAMBER & CASTER ADJUSTABLE BUSHINGS**

(Also replacing the '4' Front Highest wearing)  
• **WITH 2½ TIMES THE LOAD BEARING AREA** •  
Precisely Adjustable - Single Wrench

#503716P

**K-MAC - Fit without need for Arm or Wheel removal !**

INSTALLATION BY A QUALIFIED PERSON

**A CONTROL ARMS "CAMBER" - Inner Facing Arms**

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

**B** Remove inner bolt - should be tap out procedure (slightly jack "up or down" so minimal load on bolt - allowing it to be in a horizontal position as it taps out). THEN LOWER ARM SUFFICIENTLY TO EXPOSE BUSH.

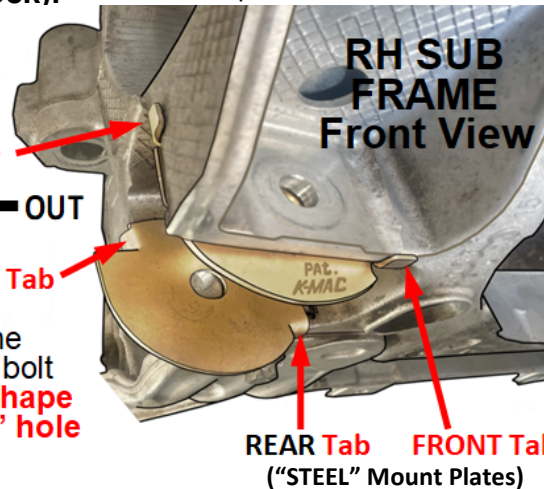
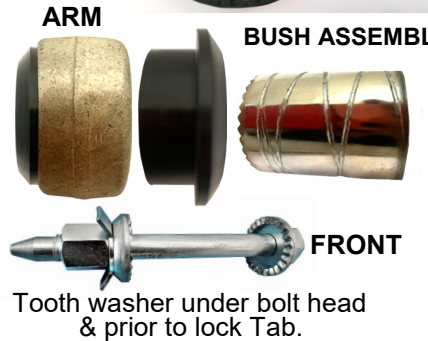
**C** Use Extraction Tool Supplied & Wrench or Impact gun here to remove bush

**D** 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).

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

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

**F** 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.



**THRUST ARM - CASTER bushes Forward facing Arms**

**G** Repeat Steps A, B, C Then use large extraction tool below to remove OEM 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" Fully seat in arm (offset hole in line with rod) Then connect end cap and fully press in to bush is "evenly" centered in arm

**H** PRIOR TO RECONNECTION OF ARMS: (to aid lining up / re-insertion of the "inner" frame mount bolts) - initially insert new KMAC 'D' bolt in thrust arm bush holes so on rotating bolt head the hole can be moved to

**i** • THRUST ARM - seat black insulators either side so "Inner dowel" enters hole in each face of KMAC bushes. Then raise arms and install K-MAC bolts (tooth washer under bolt head and insert with 'D' flat "down" so lines up with 'D' hole in bushes). Once connected fit tooth washer to thread end, tab lock 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 / Wear / Noticeable Camber Change )

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## “TOTAL SYSTEM”

OTHER POPULAR SUSPENSION UPGRADES  
ALSO MANUFACTURED incl AMG, Black Series

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

Lower arm inner mounts - 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.

### BACKGROUND

Ever increasing speeds of new car assembly lines stopping to adjust Front Camber and Caster along with Rear Camber is no longer and option (new car industry's best kept secret)

Adjustment is now set to suit “showroom height conditions” - with onus now back on owners to fund costly, premature tire replacement !

OFTEN QUOTED REASSURING FULL ‘4’ WHEEL ALIGNMENT IS NOW ONLY BASIC TOE “Directional Adjustment”

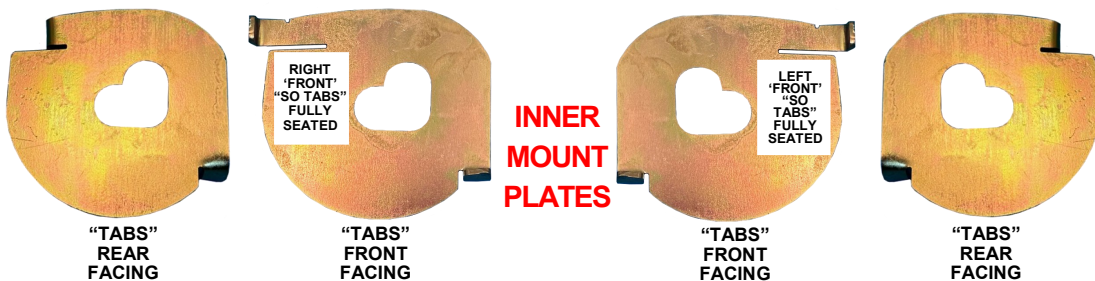
No adjustment for excess tire wear experienced in day to day commuting encountering premature passenger side edge wear through high cambered roads. Altered height / wheel squat through extra passenger loads (or lowering roll center to improve handling / safety). Fitting wide profile tires. Or just having ongoing capability to adjust for curb knock damage.

At K-MAC we have the experience of resolving OEM suspension shortcomings SINCE 1964 !

With K-MAC kits are specially designed to be “Bolt-On” - no special tools required or need for control arm removal.

“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.



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RESOLVING COSTLY, PREMATURE Edge tire wear,  
Steering pull. EXCESS EDGE LOAD, LEADING TO:  
Higher impact, Ruptured side walls

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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