

"TOTAL SYSTEM" - W212 All Incl. E63, E65/S AMG Also 4Matic

Today's Auto's only Front & Rear Toe "directional" adjustment - even exotic BMW 'M', Mercedes 'AMG'. No Camber or Caster essential to adjust tire contact angles. All to do with cost savings & ever increasing speed of auto assembly lines. Excess edge load can also lead to ruptured side walls, rim damage.

Nothing Comes Close Re Biggest, Quickest, Strongest Adjustment Systems....

FRONT BUSHINGS
No Need For Arm Removal
CAMBER (& CASTER)

#502916M \$595

4MATIC #503716M \$595

OR

'CAMBER' ONLY
Less cost than 1
Hi-performance tire

#502916-1J

#503716-1J

\$395

2" POS/NEG



THE 4 LOWER ARM INNER BUSHINGS (highest wearing). Precise single wrench adjustable Pos. or Neg. - Race days adjust to reduce understeer and up to 40mm extra track width. Caster bushes are 2 axis Mono ball for significant improvement to brake and steering response (with more than twice the load bearing impact area of spherical bearings that soon pound out).

FRONT STRUT TOPS CAMBER (& CASTER)
No Mods - Fast adjust engine bay. K-MAC unique Pat. design



3.0° NEG
1° POS

*Coil Susp.

#502916-2N

\$695

STAGE 2 (STREET / RACE)

UNLIKE ALL OTHER BRANDS not steel or soft billet alloy. Instead ultimate very highest aircraft 7075 aluminum. Centers "encased in elastomer", and replaceable. Included also separate H/Duty (85mm diam.) fully sealed thrust bearings for "steering loads" and to prevent spring drag, binding. K-MAC also designed to fit with OEM diam. springs and all popular brands of coil overs 60" to 70" diam.



3.0° NEG
1° POS

*Coil Susp.

#502916-3N

\$695

STAGE 3 (FULL RACE)

ALL THE STAGE 2 FEATURES but no elastomer / flex for tauter / quicker response times, more effective shock control. Again setting new standards, massive 30mm I.D. Self align spherical bearings PTFE lined replaceable and designed for minimal stack height.

***REAR "LOWER ARM" CAMBER (& EXTRA TOE) KITS** #502126K \$495

EXTRA TOE adjustment to compensate for the new Camber facility. This Series 2 kit designed to install without need for arm removal. K-MAC inventors, Patentee's of "Single Wrench" - Bush Adjustmen (precise accurate - under load) . No more what has plagued the industry for years - the time consuming need to disassemble, then trial and and error reposition bushings each time to achieve a new setting.

2" POS/NEG

***OR REAR "UPPER" CAMBER ARMS ...And Extra Toe Adjustment to compensate.**



#502226-1M \$595

K-MAC not soft extruded or billet aluminum but ultimate Hi - Strength Chromoly tube along with Hi performance bushings (K-MAC experience of manufacturing "Performance" bushings since 1964). These bushings designed to outperform Delrin or Spherical bearings that with their wafer thin teflon liners soon pound out.



***CHECKLIST - "Lower" ARMS Verses "Upper" ARM ADJUSTERS.** When wanting to resolve Costly, Premature Inner Edge Tire Wear. Lower arm "RETAINS" Important clearance top of tire to outer fender. Upper arm REDUCES clearance. Along with LOWER arms easier to install / adjust. Ultimate fast / accurate - direct on alignment rack (under load).

REAR "UPDATED" TOE ARMS No flex / Toe change under cornering (Use in conjunction with above #502126K Rear Camber and Toe kit). #502326-3J \$395



REAR SUBFRAME BUSHES
Designed to replace the soft rubber air voided OEM bushings to further resolve unwanted rear end flex / twitch / loss of traction. With K-MAC no need for time consuming fabrication of special tools for removal - Extraction tools included! (fit without subframe removal) #503028Q \$890

REAR UPDATED BUSHINGS FOR THE "6" MULTI LINK ARMS

This popular kit provides less twitch / flex, loss of traction. Especially when applying power to lane change / overtake. Bushings outperforming short life Delrin or Spherical bearings #502628K \$495

REAR DIFF BUSHES Eliminating flex yet unlike solid urethane are Monoball / 2 Axis self aligning (Remove / Fit using "subframe" extraction tool) #503228J \$395

STREET (or RACE) - Allowing to hit those corner apex's every time and go deeper into the corners with Increased traction & braking response - in the pursuit of front row of the grid lap times !