

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

# **FINALLY FRONT & REAR ONGOING**

IMPROVE TRACTION & EDGE TIRE WEAR

## **Camber, Caster (and extraToe) Kits**

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

Genuine KMAC....

## **FRONT Camber Bush Adjuster Kit**

### **DOUBLING EXISTING ADJUSTMENT RANGE**

(tauter response also resolving costly, premature bush failure) Replacing the 2 front highest wearing

**Mercedes W123, W126 #501616J**

Also manufactured REAR Camber (and extra toe) adjuster #501826i

#### **UNIQUE KMAC PATENTED DESIGN**

Precisely Adjustable - Single Wrench /  
under load, direct on alignment rack !

## **FITTING**

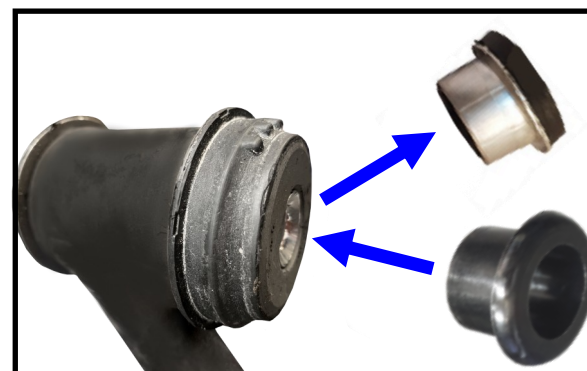
**PRECISE ADJUSTMENT NO  
SPECIAL TOOLS REQUIRED**

**A.** Remove the '2' lower control arms from front of vehicle.  
(Refer workshop manual and observe all Safety procedures)

**B.** Clamp / secure each control arm in vice - as in picture



**C.** As in picture now use a chisel (around outer edge of each bush steel flange lip) and tap out each 'half' bush.



**D.** Clean holes and insert the new elastomer Bushes. Use the silicone grease supplied to grease the Inner (only) hole in bushes. Then insert the hardened steel inner bushes.

**E.** Re install arms in vehicle. To aid reconnection of the new bolts check and adjust the 'D' hole in each bush so is in 12 o'clock position (insert a new KMAC 'D' bolt and rotate bolt head).

**F.** Raise arm back up till holes line up so the new KMAC 'D' shape bolt can be inserted (New Cam washers under bolt head first) - Bolt flat facing upwards to match 12 o'clock position of the bush 'D' hole.

**G.** Then another Cam washer on thread end, plus lock tab washer and new KMAC nut.

### **WHEEL ALIGNMENT**

**SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM**  
(allowing accurate adjustment "under load" direct on alignment rack)

Make sure nuts are loose and rotate the bolt heads of both bush mounts for Camber. Once required setting, hold head of bolts in this position and fully tighten the nuts to **184Nm (135 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 NUTS ARE FULLY TIGHT**  
( Loose Nuts Cause Noise )



**“TOTAL SYSTEM”**  
**OTHER POPULAR KMAC SUSPENSION**  
**UPGRADES *ALSO MANUFACTURED***

**Mercedes W123, W126 #501616J**

**REAR -** Camber for the first time (and extra Toe)  
Lower arm inner adjustable Bushings.

Also precise single wrench, easily accessible  
(accurately under load direct on alignment rack).

Also retains top of tire to outer fender clearance  
when adjusting to resolve costly, premature inner  
edge tire wear / gain traction. **#501826i**

(Kits to suit Front & Rear all Mercedes 1968 - 2023 incl. Sedans,  
Coupes, Wagons, SUV's, AMG, Black Series, Commercials)

**FRONT CAMBER DOUBLING EXISTING  
ADJUSTMENT RANGE**

(and accurate-underload direct on alignment rack)

- ✓ **CAMBER** - Positive or Negative
- ✓ **ADJUSTMENT** - Precise “Single Wrench”
- ✓ **BUSHINGS** - Elastomer, not rubber for im-  
proved Brake & Steering response with  
twice the load bearing area  
(and at same time replacing the highest wearing)
- ✓ **NO MODIFICATIONS** - To install

***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!**