

**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 & Caster Bush Adjuster Kit

(plus resolving costly, premature bush failure)
Replacing the 4 highest wearing

**W170, 202, 208 #502016K. W210 #502116J
W210, 211s, 220 (4MATIC) #502416K**

Also manufactured REAR Camber (and extra toe) adjuster kit #502026H

UNIQUE KMAC PATENTED DESIGN

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

FITTING PRECISE ADJUSTMENT NO SPECIAL TOOLS REQUIRED

A. Jack and use Safety stands to support front of chassis allowing wheels to be on full droop. Then remove front wheels.

B. Place jack securely under a lower control arm close to inner mounts. Remove the inner bolts (2 per arm). Then lower jack/arm to expose bushes.

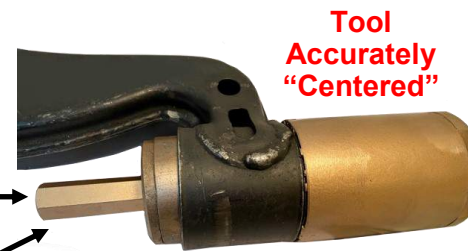
C. REAR bushes - Use the bush extraction tool supplied to remove. (as in pic 'C')

D. FRONT bushes - Use the 'small' tube supplied - insert and tap out one end of the ½ bush then the 2nd tube to tap out other end (as in box 'D')

(C) REAR BUSH REMOVAL

Use extraction tool supplied

Make sure tool is assembled so nut / end cap is to INSIDE of REAR MOUNT



(D) "FRONT" BUSH REMOVAL

Use the "small" tube supplied - Insert and tap out one end of the ½ bush then the 2nd tube to tap out other end

WRENCH OR IMPACT GUN HERE
To extract rear single bush

Front ½ Bushes



(E) ASSEMBLY OF NEW FRONT (&REAR) BUSHINGS

E. Clean holes and insert the elastomer bushes (both front & rear mounts). Use the silicone grease supplied to grease the inner (only) hole in bushes. Then insert the case hardened steel bushes. (as in pic 'E')

F. 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 head).

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

H. Then a tooth washer thread end then lock tab washer and 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 and Caster. Once required setting, hold head of bolts in this position and fully tighten the nuts to **122Nm (90 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)