

**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', Porsche '991'

#502026 - 124, 129, 170, 172, 201, 202, 203('00-'04), *208,
209(01-5/04), 210.

#501526 - 209 AMG ('Black' Series)

#501426 - *208 Convertible

FOR THE 1ST. TIME

REAR CAMBER (& EXTRA TOE) ADJUSTABLE BUSHINGS

Precisely Adjustable - Single Wrench

(accurately under load - direct on alignment rack)

• WITH 2½ TIMES THE LOAD BEARING AREA •

Installation should be carried out by a qualified person

A. Jack and remove rear wheels. Then lower vehicle onto "SAFETY STANDS".
Locate these stands one under each outer lower control arm mount, so aiding reconnection / lining up holes in Step i.

B. UNBOLT EXISTING TOE ARMS: Use bench vice and the '2' small tubes supplied to press out the INNER adjustable Toe bushes.

C. Clean hole and insert the new KMAC elastomer bushings. Now lubricate the steel inner bushes (only) with silicone grease supplied and insert. Reconnect Toe arms using the new KMAC 'D' shape bolts and cam washers supplied with the 'tab' lock washers under each nut.

C. TOE Bush Assembly

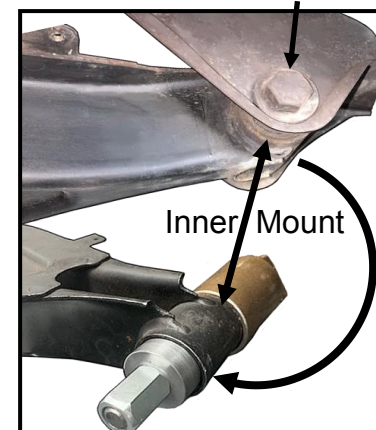


D. CAMBER: Securely position jack under a control arm (towards inner end). Then raise only sufficient to take up / support load.

E. Remove the inner bolt (initially halfway and re-adjust jack - up or down if necessary so minimal load on bolt to assist removal).

F. Slowly lower jack - sufficient only to expose bush in arm. Then install the KMAC threaded rod tool from FRONT (as in Pic) cup washer on REAR to extract bush. Use 18mm ext. socket (can be tight - use impact wrench if available).

E. Remove this (inner) bolt.



F. Lower arm - then install extraction tool.

G. Clean hole and insert the new KMAC elastomer bushings. Now lubricate the steel inner bushes (only) with silicone grease supplied and insert.

G. Camber bush assembly



H. For ease of bolt entry preferably rotate bush 'D' holes to 12 o'clock position. (Flat then is to bottom).

I. Jack to raise arm to line up holes (use "pointed end" screwdriver on opposite side of hole to accurately align while inserting the KMAC 'D' shape bolts - flat to bottom).

NOTE: "TOOTH" WASHERS: Place under head of bolt first - then prior to tab lock washer and 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 for both Camber and Toe. Once required settings obtained, hold head of bolts in this position and tighten the nuts to **81Nm (60ft/lbs)**

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

ESSENTIAL RECHECK MAKE SURE 4 NUTS ARE FULLY TIGHT

(Loose Nuts Cause Noise Noticeable Camber Change)