

W204/X, C207/A, R172 incl. AMG & Black Series

FRONT CAMBER & CASTER ADJUSTABLE BUSHINGS

(Also replacing the '4' Front Highest wearing)

• WITH 2½ TIMES THE LOAD BEARING AREA •

Precisely Adjustable - Single Wrench

#502616

Refer maintenance manual and observe all Safety procedures.
Fit without need for Arm or Wheel removal.

A. CONTROL ARMS "CAMBER" - Inner Facing Arms

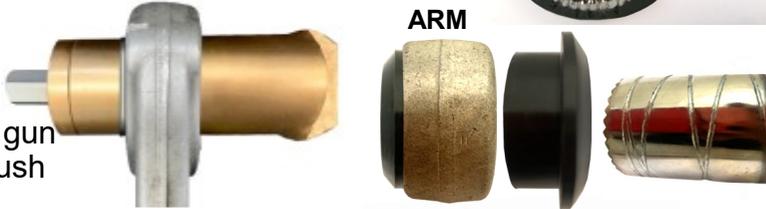
"Securely" position jack under a lower control arm (towards inner end).
Then raise only sufficient to take up / support load.

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. Lower control arm sufficient to expose Bush.

D. Use Extraction Tool Supplied & Wrench or Impact gun here to remove bush



E. 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).



"RIGHT HAND" Frame Mount

F. Position Frame mount INNER "STEEL" PLATES (PAIR RH SIDE) (PAIR LH SIDE)



CHECK (Front or Rear) So Tabs fully seated. See back of sheet cover

G. 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

H 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

RATCHET WRENCH OR IMPACT GUN (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

I 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

J • 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 **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 4 NUTS ARE FULLY TIGHT
(Loose Nuts Cause Noise Noticeable Camber Change)

FRONT CAMBER (& CASTER) FOR THE 1ST TIME

REDUCES COSTLY, PREMATURE EDGE WEAR OR....
TRACK DAYS Front row of the grid lap times

POS. or NEG. CAMBER UP to 2°s Plus 35^{mm} extra track width
(also mnf. (extra Adj.) front "Strut Tops" Camber/Caster - Street/Race or Full Race)

OTHER POPULAR SUSPENSION

UPGRADES ALSO MANUFACTURED

REAR - Camber also for the 1st time (and 'extra' Toe to compensate) lower arm bush adjusters - precisely adjustable unique KMAC patented design (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 #502226

FRONT - Replacement top Strut Mounts for extra Camber & Caster adjustment - Track days (up to 3 degrees negative in the pursuit of hitting those corner apexes every time and deeper into the corners with improved traction and braking response).

STAGE 2 (STREET/RACE)

W204, C207/A207 incl. AMG, Black Series #503016-2

C209 Black Series #502616-2

STAGE 3 (FULL RACE)

W204, C207/A207 incl. AMG, Black Series #503016-3

C209 Black Series #502616-3

REAR - Up-rated bushings for the '6' Multi Link Arms. Significant improvement to rear end stability - less twitch / flex / loss of traction. Especially when applying power to lane change / overtake. #502628

INNER MOUNT PLATES

"TABS"
REAR
FACING



REAR RH
(Stamped 'R')

"TABS"
REAR
FACING



REAR LH
(Stamped 'L')

"TABS"
FRONT
FACING



FRONT RH
(Stamped 'R')

"TABS"
FRONT
FACING



FRONT LH
(Stamped 'L')



CAMBER AND CASTER FOR THE 1ST TIME #502616

W204/X, C207/A, R172 incl. AMG & Black Series

(and accurate-underload direct on alignment rack)

ONLY 'TOE' DIRECTIONAL ADJUSTMENT OEM

(New Car Industry Best Kept Secret)

- ✓ **FRONT CAMBER** Up to 2°s Pos. or Neg.
 - Resolve costly, premature edge tire wear
 - Extra adjustment (Track days) see Rear page
- ✓ **ADJUSTMENT** Precise "Single Wrench" on car (unique Pat. design) no disassembly each time!
- ✓ **BUSHINGS** 2½ times the load bearing area
 - Same time replacing the highest wearing
 - Noiseless, Long term, Maintenance free
- ✓ **CASTER** Monoball / 2 Axis resolving the need for OEM oil & air voids. Significant improvement to brake & steering response.
- ✓ **TRACK DAYS** Extra Neg. Camber & Track Width

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.

Actual Inventors/Patentee's - The '3' Basic Suspension Systems

We do appreciate any ideas to further improve our market leadership !