

NOW CAN ADJUST TIRE 'CONTACT' ANGLES **FINALLY FRONT & REAR ONGOING**
IMPROVE TRACTION & EDGE TIRE WEAR
Camber, Caster (and extra Toe) **Kits**
AUDI TO VOLVO - Including all Mercedes '**AMG**', BMW '**M**'

#502816-1 #502516-1 #502216-1

FOR THE 1ST. TIME . . .

FRONT CAMBER ADJUSTABLE BUSHINGS
(Camber & Caster Kits #502816, #502516, #502216)

(Also replacing the '2' Front Highest wearing)
COMBATING ALL ISSUES • Costly premature "edge" tire wear
 • Excess "edge" load can lead to higher impact, ruptured sidewalls and rim damage • Tire crabbing / squeal on full lock.

Precisely Adjustable - Single Wrench
(accurately under load - direct on alignment rack)

BUSHES ARE MONO BALL / 2 AXIS / SELF ALIGNING WITHOUT THE OEM OIL AND AIR VOIDS.

Significantly improving Brake and Steering response
(superseding spherical bearings - having more than 2½ times the load bearing, impact area - that with their wafer thin teflon liners soon pound out).

ADJUSTING "LOWER" NOT UPPER ARMS

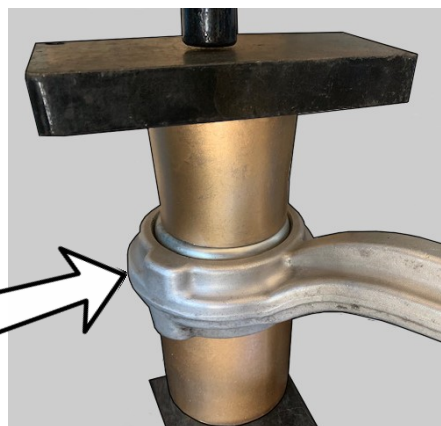
RETAINING TOP OF TIRE TO OUTER FENDER CLEARANCE

*** Refer maintenance manual and observe all Safety procedures. ***

A. Raise front, install Safety Stands to support frame rails and remove front wheels so suspension is on full droop

B. Remove the 2 lower control arms from vehicle.

C. Use a bench press to push out both the control arm "inner" OEM bushes - Large tube supplied BELOW to support arm and the smaller tube on TOP to push out.



NOTE: UNIQUE K-MAC PATENTED DESIGN:

With K-MAC - Bushes can be pressed "IN ANY OFFSET POSITION"

Then on alignment rack WITH NUT LOOSE - SIMPLY ROTATE BOLT HEAD TO REQUIRED ALIGNMENT SETTINGS ! (as per WHEEL ALIGN DIRECTIONS BELOW)

D. Same procedure to "press in KMAC" bushes (**press in initially 5mm then check vertically aligned**). On completion make sure evenly centered in arms.



New Adj. Bush installed with insulator caps as in step F

E. Reconnect arm "OUTER" mounts to vehicle. To aid lining up / re-insertion of the "INNER" frame mount bolts - initially insert new KMAC 'D' bolt in bush holes so on rotating bolt head the hole can be moved to 12 O'Clock position.

F. Seat black insulators so "inner dowel" enters hole in each face of the KMAC bushes. Then raise arms to fit inside frame mounts. Place tooth washer under a bolt head and line up bolt holes. Insert bolt with bolt flat "up" - so matches 12 O'Clock position of "D" hole in bush.

G. Fit remaining tooth washers on thread end, then lock tab washer and nut.

Check "insulators" are evenly seated prior to tightening nuts.

WHEEL ALIGN ("WITH TIRES ON SLIDE PLATES")

SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM
 (allowing accurate adjustment "under load")

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 150Nm (110 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)

**OTHER POPULAR SUSPENSION
UPGRADES *ALSO MANUFACTURED***

REAR - Camber also for the 1st time. (and extra Toe to compensate) lower arm bush adjusters - precisely adjust 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.

**FRONT - Lower arm Camber ("& Caster") kits
ALSO**

- **WISHBONE MODELS (non strut) :** Adjustable Upper/inner bushes for extra Camber and Caster adjustment.
- **STRUT MODELS:** Replacement top Strut mounts Camber & Caster. STAGE 2 (Street/Race), STAGE 3 (Full Race)

REAR - Upgraded 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.



2 Front Lower Arm / Highest Wearing Bushes

#502816-1 #502516-1 #502216-1

ONLY 'TOE' DIRECTIONAL ADJUSTMENT OEM
(New Car Industry Best Kept Secret)

- ✓ **FRONT CAMBER** Positive or Negative
- Resolve costly, premature edge tire wear
 - Extra adjustment (Track days) see Rear page

ALSO MNF. Camber (&Caster) Kits
Caster bushes - Monoball / 2 Axis significantly improving brake & steering response

- ✓ **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

- ✓ **INCLUDES** - Bush Extraction / Insertion tubes

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 !