

#502816-1 - W213/S, C217/A, 238/A, AMG

#503016-1 - W222/S/63/65 AMG, Maybach ('15-'20)

#502516-1 - W215, W220/S

#502216-1 - W203, 211, C209 (270-500), 219, R171, 230, 231

FOR THE 1ST. TIME
FRONT "CAMBER" ADJUSTMENT

(Camber & "also" Caster Kits P/N's 502816, 503016 502516, 502216)

REAR (Camber & Extra Toe) #502626

(Also replacing the '2' Front Highest wearing bushes)

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.

UNIQUE K-MAC PATENTED DESIGN
CAN INSERT BUSHES "ANY POSITION"
Then Precisely Adjustable - Single Wrench
On car - No longer time consuming disassembly

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 then
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

*** Installation should be carried out by a Qualified person. ***

- A.** Install without need for front "control arms" or "wheel removal".
- B.** Securely position jack under a lower control arm (towards inner end).
Then raise only sufficient to take up / support load.
- C.** 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.
- D.** As set out in pictures use extraction / insertion tools provided to remove bushes and install new K-MAC bushes.

ASSEMBLY FOR
REMOVAL OF
OEM BUSHES

Fit Threaded Rod
to "CENTER" hole

REMOVAL
Recommend impact gun
as initially tight
(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

- E.** To aid lining up / re insertion of the new K-MAC 'D' bolts - initially insert a K-MAC 'D' bolt into bush hole so on rotating bolt head the hole can be positioned to 12 O'Clock.
- 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 "down" - so matches 12 O'Clock position of "D" hole in bush.
- G.** Fit remaining tooth washer on thread end then lock tab 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. 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 2 NUTS ARE FULLY TIGHT
(Loose Nuts Cause Noise / Camber Change)

**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 ("& also Caster") kits !**
PLUS

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

REAR - **Upated 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.

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2 Front Lower Arm / Highest Wearing Bushes

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 !