

**W212 - E200-550, E63, E65/S AMG
C218 - CLS 250-550, 63, 65 AMG**

#502916M

W212/S, C218 (ALL 4MATIC) **#503616K**

FRONT CAMBER & CASTER ADJUSTABLE BUSHINGS

(Also replacing the '4' Front Highest wearing)

• **WITH 2½ TIMES THE LOAD BEARING AREA** •

Precisely Adjustable - Single Wrench

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.

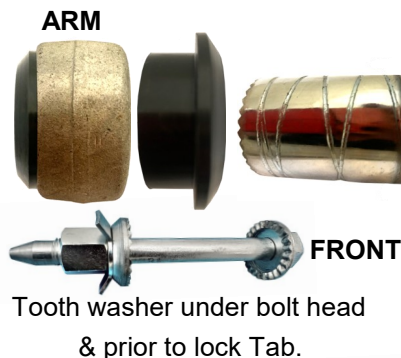
B. Remove inner bolt - should be tap out procedure (slightly jack "up or down" so minimal load on bolt - allowing it to be in a horizontal position as it taps out). THEN LOWER ARM SUFFICIENTLY TO EXPOSE BUSH.



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



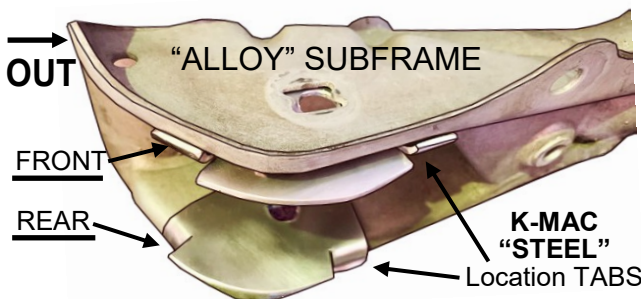
D. Then insert elastomer bushes and use lubricate supplied on the KMAC steel bushes(only) and also insert (As above with hole at 12 O'clock).



"RIGHT HAND" Frame Mount

E. Position Frame mount **INNER "STEEL" PLATES**

(PAIR RH SIDE
PAIR LH SIDE)
CHECK (Front or Rear)
So Tabs fully seated.
See Rear of Sheet

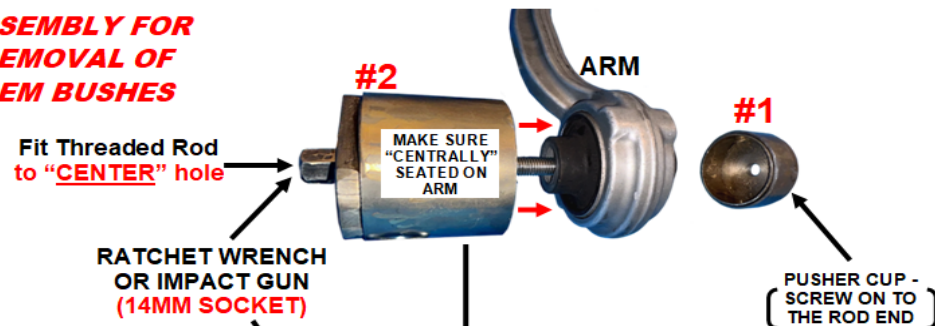


F. Reposition arms back inside frame then install tooth washers under bolt head and insert bolts with 'D' shape flat to 'TOP' so lines up with 'D' hole flat position in bush.

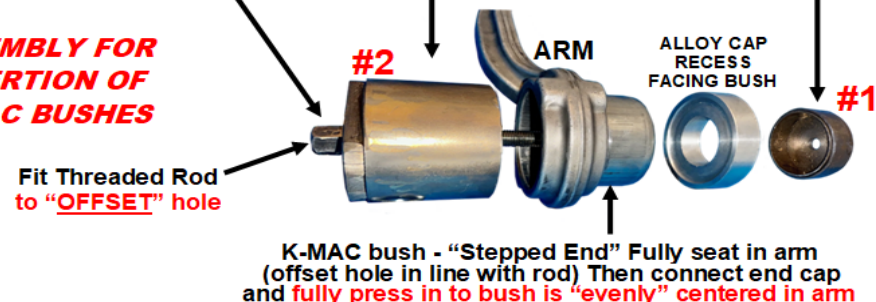
THRUST ARM - **CASTER** bushes Forward facing Arms

G 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



ASSEMBLY FOR INSERTION OF K-MAC BUSHES



H **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

I • **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)

OTHER POPULAR SUSPENSION UPGRADES **ALSO MANUFACTURED**

REAR - **Camber also for the first 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. **#502126M**

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. **#502628K**

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)

#502916-2L

STAGE 3 (FULL RACE)

#502916-3L



CAMBER & CASTER FOR THE 1ST TIME

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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
- ✓ **ADJUSTMENT** Precise "Single Wrench" on car
(unique Pat. design) no disassembly each time!
- ✓ **EXTRACTION TOOL** Fit without arm removal
- ✓ **BUSHINGS** 2½ times the load bearing area
 - Same time replacing the highest wearing
 - Noiseless, Long term, Maintenance free
- ✓ **CASTER** Monoball / 2 Axis without 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 !