

**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'

C218 CLS 550 63, 65 AMG #503116-1i

(C218 CLS 250 - 550 #502916-1i), (4MATIC #503616-1i)

FOR THE 1ST. TIME

KMAC PATENTED DESIGN BREAKTHROUGH....

"Precisely Adjustable - Single Wrench"

(accurately underload - direct on alignment rack)

- **2 Lower control arm "inner bushes"** - can be removed "on vehicle". Extraction tool supplied.
- **Bushes installed "in any offset position"**
- **Then precise single wrench adjustment.**
[No more the time consuming need to disassemble to change settings]

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

ALSO CAMBER (& CASTER) KIT....

#503116K

CASTER - Forward facing thrust arm bushes.
Compensate for Camber change also to correctly resolve steering pull. Improve hi speed directional control.

Unlike the soft rubber, oil and air voided OEM bushes
KMAC ARE ALSO MONOBALL / 2 AXIS

Significantly improving brake and steering response
Out performing Urethane or Spherical bearings having more than 2 ½ times the load bearing / impact area

Refer maintenance manual and observe all Safety procedures.

CONTROL ARM - CAMBER bushes FIT WITHOUT NEED FOR ARM REMOVAL

- A.** Jack and remove front wheels. Locate safety stands - one under each outer control arm mounts (to aid reconnection / lining up holes in step H & I).
- B.** Securely position jack under a lower control arm (towards inner end). Then raise only sufficient to take up / support load.

C. Remove bolt - should be tap out procedure (adjust jack up or down so minimal load)

D. Lower control arm only sufficient to expose bush

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



F. Clean hole and insert the 2 elastomer bushes for each arm. Then use grease supplied to lubricate the KMAC steel bushes (only) and insert.



"RIGHT HAND" Frame Mount →

← **OUT**

G. Position Frame mount
INNER "STEEL" PLATES
[PAIR RH SIDE
PAIR LH SIDE]

FRONT

REAR

Location
TABS

CHECK (Front or Rear)
So Tabs fully seated.

SEE REVERSE

H. Prior to reconnection of inner arm (to aid lining up / re-insertion of the 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.**

I. 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.**

Attach remaining tooth washers prior to lock tab 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.
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)

**OTHER POPULAR SUSPENSION
UPGRADES ALSO MANUFACTURED**

Incl. AMG, Black Series

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.

#502226K

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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(C218 CLS 250 - 550 #502916-1i), (4MATIC #503616-1i)

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

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!

✓ **EXTRACTION TOOL** Fit without arm removal

✓ **BUSHINGS** 2½ times the load bearing area
• Same time replacing the highest wearing
• Noiseless, Long term, Maintenance free

✓ **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.
Incl. unique K-MAC "Non-Slip" lock system!

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

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