

**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'

#503216-1M

Front Camber & Caster Bush Adjuster

ALL W205 - "UPPER / INNER BUSHES"

TO COMPLIMENT KMAC LOWER ARM ADJUSTERS

- LOWER ARMS - Up to 2°'s Extra Pos. or Neg.
(Plus Up to 40mm extra track width)
- UPPER ARMS - UP TO 1.5°'s Extra Pos. or Neg.

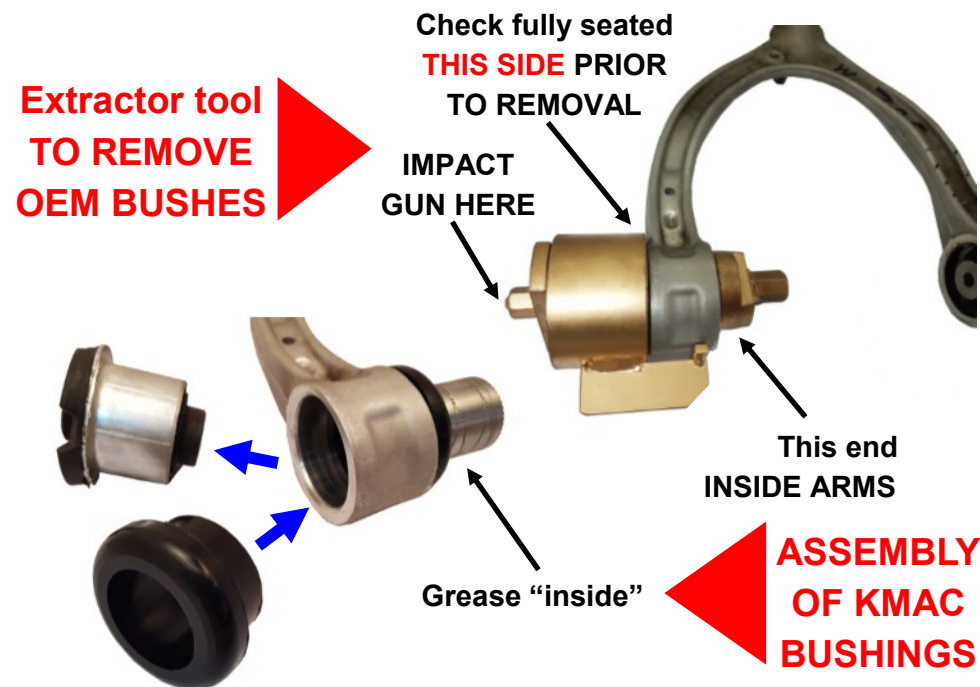
UNIQUE KMAC PATENTED DESIGN

Precisely Adjustable - Single Wrench /
under load, direct on alignment rack !

FITTING

Also refer manufacturer's workshop
manual and observe all Safety procedures.

- From engine bay remove the 4 nuts (2 either side) that secure the inner wishbone mounts (refer workshop manual).
- Jack and use Safety stands to raise front of vehicle so wheels hang free.
- From above tire remove the 2 inner wish-bone bolts. This then allowing each arm to be swung outwards and rotated around so ends are exposed above each tire.
- Use a impact gun with the bush extraction tool supplied (as in diagram).



- Clean holes and insert the elastomer bushes. Use the silicone grease supplied to lubricate (only) the steel inner bushes and insert. Note: Have the offset 'D' hole at 12 o'clock position.
- Rotate arms back into position so the new KMAC bolts can be installed (place a tooth washer under each bolt head prior) - also insert with bolt "flat" up - so lines up with 12 o'clock position of bush 'D' hole.
- From engine bay place a second tooth washer on threaded end, long nut and then lock nuts.

WHEEL ALIGNMENT

From engine bay with nuts loose use multi-grips or wrench to rotate end of bolt shaft to required Camber and Caster settings. Then hold in this position and fully tighten nut and then secure locking nuts. Also check Toe adjustment.

ESSENTIAL - RECHECK / MAKE SURE NUTS ARE FULLY TIGHT
(Loose Nuts Cause Noise / Noticeable Camber Change)

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

FRONT - “**LOWER CONTROL ARM**” **INNER BUSHINGS**
precise single wrench adjustment
for Camber to resolve costly
premature edge tire wear, improve
traction.

**FORWARD FACING THRUST ARM BUSHES
FOR CAMBER & “ALSO CASTER”** —
precisely adjustable for Caster
to accurately readjust after Camber change.
Also mono ball / 2 axis design replacing
the OEM oil and air voided bushings !
Result is also significantly improved
brake and steering response. **#503316M**

REAR - Camber (and extra Toe) adjustable
bushings. Also precise single wrench
adjustable accurately (under load)
direct on alignment rack.

Sedan/Wagon #502226K
C63/S Coupe #502326-1K

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 #503216-1M

suit All Mercedes W205 - "UPPER / INNER BUSHES"

FRONT CAMBER (and CASTER)
(and accurate-under load direct on alignment rack)

- **LOWER ARMS** - UP TO 2°'s Extra Pos. or Neg.
(Plus Up to 40mm extra track width)
- **UPPER ARMS** - UP TO 1.5°'s Extra Pos. or Neg.

✓ **BUSHINGS** - Twice the load bearing area
(and at same time replacing
the highest wearing)

✓ **INCLUDES** - Extraction tool (no arm removal)

✓ **PRECISE ADJUSTMENT**

✓ **NO MODIFICATIONS** - To install

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!