

# MERCEDES W205 C63/S AMG

ALL Sedan, Wagon, Coupe #503316M

Other W205 models - Refer Website kmacalign.com

**FRONT CAMBER (& CASTER) FOR THE 1ST TIME POS. or NEG. CAMBER UP to 2°s Plus 35<sup>mm</sup> extra track width BUSHINGS - Precisely Adjustable - Single Wrench (accurately under load - direct on alignment rack)**

• WITH 2½ TIMES THE LOAD BEARING AREA •

**\* CASTER - Monoball / 2 Axis \***  
(For improved brake & steering response)

**ADJUSTING "LOWER" NOT UPPER ARMS**  
(RETAINING TOP OF TIRE TO OUTER FENDER CLEARANCE)

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

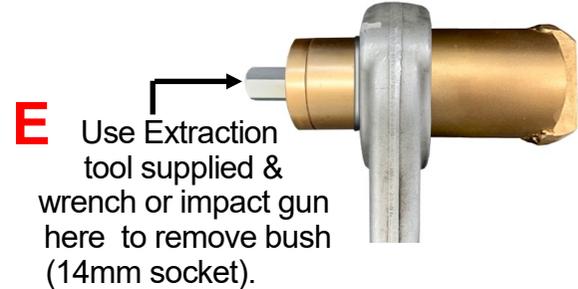
**CONTROL ARMS "CAMBER" INNER Facing Arms - Fit without need for Arm or Wheel removal!**

**A** 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 (slight adjust of jack up or down so "minimal load" - bolt will be in horizontal) position as it taps through).

**C** Lower arm only sufficient to expose bush.

**D** Unclip the wire circlip from rubber dust seal (both sides), so seals can be removed. Then use 2 small bladed screwdrivers to unclip / remove circlip on each.



**G** Position cup washers either side of bush (as in step F). Then raise arm and reconnect with BOLT "FLAT UP" - So matches D hole flat). Place tooth washers on thread end then tab lock washer and nut.



**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 with hole at 12 O'clock.

# THRUST ARM - CASTER bushes Forward facing Arms

**H** 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**

Fit Threaded Rod to "CENTER" hole

RATCHET WRENCH OR IMPACT GUN (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

**I** 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 12 O'Clock position.

**J** • 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")

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)

## “TOTAL SYSTEM”

### OTHER POPULAR KMAC SUSPENSION UPGRADES ALSO MANUFACTURED

KMAC - Resolving OEM Suspension shortcomings since 1964!

#### REAR - LOWER ARM INNER BUSH ADJUSTERS

Camber up to extra 3.5°'s Pos or Neg.  
(plus extra Toe to compensate). Fit without  
need for arm removal.

Precisely adjust single wrench, accurately  
(under load). Moving bottom of tire inwards (or  
out for extra track width)

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

#### UPPER CAMBER ARMS (plus extra Toe)

Unlike above lower arm bushes moves top  
of tire out (when adjusting to reduce inner edge  
tire wear). Main use to adjust top of tire inwards  
for larger tire fitment.

All excl. C63'S' Coupe #502226-1

#### FRONT - UPPER/INNER ADJ. WISHBONE BUSHES

Extra Camber and Caster adjustment -  
Up to extra 1.5°'s Pos or Neg. (combined  
with the “lower “arm adjusters” - Race days  
allowing to further reduce “understeer” in the  
pursuit of front row of the grid lap times).  
Designed for fast fit on vehicle without need  
for arm removal.

#503316-2J

#### REAR - Uprated “bushings” for the Multi Link Arms.

Tauter response - less twitch / flex / loss of  
traction. Especially when applying power  
to lane change / overtake. C63/S #502628K  
C63 'S' Coupe #502628-1J



#### MERCEDES W205 C63/S AMG

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Other W205 models - Refer Website k-mac.com

ONLY FRONT & REAR TOE “DIRECTIONAL” ADJUSTMENT OEM  
(New Car Industries Best Kept Secret)

#### FRONT CAMBER & CASTER FOR THE 1ST TIME

(and accurate-underload direct on alignment rack)

\*C300-450/C43 AMG 4MATIC #503416M. C180-350 #502816M

- ✓ **CAMBER** Up to 2°'s Positive or Negative
  - Resolve costly, premature edge tire wear
  - Extra adjustment (Track days) see Rear page
- ✓ **CASTER** Monoball / 2 Axis - Resolving the need  
for OEM oil & air voids. Allowing significant  
improvement to brake & steering response.  
Supercedes spherical bearings that soon pound out.
- ✓ **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  
Camber bushings can be replaced on car

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