

4MATIC MODELS
Also Electric
EQC

W205 - C300, C400, C450 / C43 AMG (4 MATIC)
W213 - E43, E53, E63, E220 - 450 AMG (4MATIC)
C238, C253/X (GLC), **C257** AMG (4 MATIC)

FRONT CAMBER & CASTER ADJUSTABLE BUSHINGS

(Also replacing the '4' Front Highest wearing)

• **WITH 2½ TIMES THE LOAD BEARING AREA** •
Precisely Adjustable - Single Wrench

#503416M

INSTALLATION BY A QUALIFIED PERSON
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).

E Position the new KMAC Control Arm Frame mount **'STEEL' INNER PLATES**

See Reverse of Sheet - Pics
Left & Right Side
(FRONT & REAR)

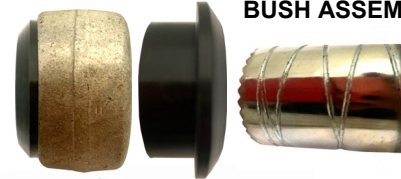
F Reposition arms back inside frame then install tooth washers under bolt head and insert bolts with 'D' shape flat to 'TOP' so lines up with 'D' hole flat position in bush.

"CONTROL" ARM



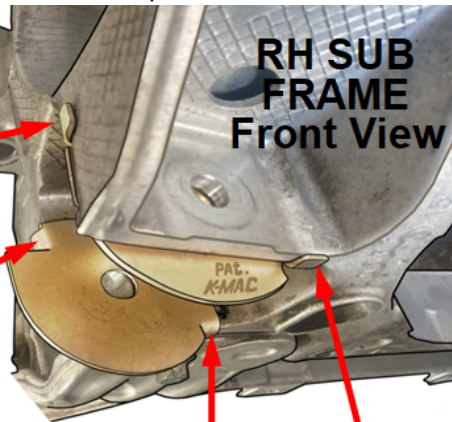
ARM

BUSH ASSEMBLY



FRONT

Tooth washer under bolt head & prior to lock Tab.



RH SUB
FRAME
Front View

FRONT Tab

OUT

REAR Tab

REAR Tab

FRONT Tab

("STEEL" Mount Plates)

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

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

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 / Wear / Noticeable Camber Change)

"TOTAL SYSTEM"

OTHER POPULAR SUSPENSION UPGRADES
ALSO MANUFACTURED incl AMG, Black Series

REAR - CAMBER ALSO FOR THE 1ST TIME. (+ - 2°) 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.

AIRMATIC SUSP. #502326K COIL SPRING 4MATIC #502226K
AMG C253/X, W213, C257 #502326-1L

FRONT - "UPPER WISHBONES" CAMBER & CASTER

• Adjusts top of tire (or with #503416K lower arm kit - doubles the adjustment range for Performance or Track days)

1. REPLACEMENT "INNER BUSHES" (+ - 1.5°)
Security of existing OEM arms and KMAC design allows to be fitted without arm removal
#503316-2J
2. REPLACEMENT "ARMS" (+ - 2.5°)
Security of H/Duty forged alloy - Same as OEM (Not welded / fabricated)
#503316-3N

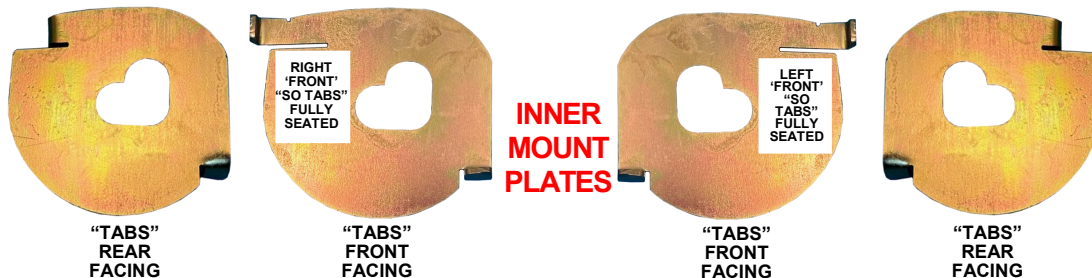
REAR - Upgraded bushings for the '6' Multi Link Arms.

Significant improvement to rear end stability - less twitch / flex / loss of traction. Especially when applying power to lane change / overtake
#502628K

SUV - C253/X (GLC)

"Front & Rear Adjustment" also essential....

IF LOWERING HEIGHT / CENTER OF GRAVITY
for increased handling / safety - less roll / sway, improved steering response, highway driving / lane changing.



#503416M

RESOLVING COSTLY, PREMATURE Edge tire wear, Steering pull.
EXCESS EDGE LOAD, LEADING TO: Higher impact, Ruptured side walls (with less load - reduced Tire squeal, Crabbing on full lock).

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ONLY 'TOE' DIRECTIONAL ADJUSTMENT OEM (New Car Industry Best Kept Secret)

- ✓ FRONT CAMBER Positive or Negative (+ -1.5°)
Resolve costly, premature tire edge load / wear
- LOWER ARMS - Retains top of tire to outer fender clearance
- ✓ CASTER Monoball / 2 Axis without the need for OEM oil & air voids. Significant improvement to brake & steering response.
- ✓ ADJUSTMENT Precise "Single Wrench" on car (unique Pat. design) no disassembly each time! (and accurate-under load direct on alignment rack)
- ✓ 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 ! 02/06