

NOW CAN ADJUST TIRE 'CONTACT' ANGLES **FINALLY FRONT & REAR ONGOING**
IMPROVE TRACTION & EDGE TIRE WEAR
Kits
AUDI TO VOLVO - Including all Mercedes 'AMG', BMW 'M'

W212/S E63, E65 AMG #503616-1i

(E200-550 #502916-1i)

FRONT CAMBER ADJUSTABLE BUSHINGS

- **WITH 2½ TIMES THE LOAD BEARING AREA •**
Precisely Adjustable - Single Wrench
 (accurately under load - direct on alignment rack)

CAMBER: The 2 lower control arm inner bushes - which can be removed on vehicle using the extraction tool supplied (see below)

ALSO MANUFACTURED

#503516M - CAMBER PLUS ALSO CASTER ADJUSTABLE BUSHES AS WELL. FORWARD FACING ADJUSTABLE CASTER BUSHINGS ALSO MANUFACTURED
 Forward Facing Thrust Arm Bushes - MonoBall / 2 Axis
 - Also significantly improving Brake and Steering response.

CAN INSTALL WITHOUT ARM REMOVAL

Refer maintenance manual and observe all Safety procedures.

A. Install with vehicle on 4 post hoist or car ramps to aid reconnection of inner bolts step i.

B. CONTROL ARM - CAMBER bushes

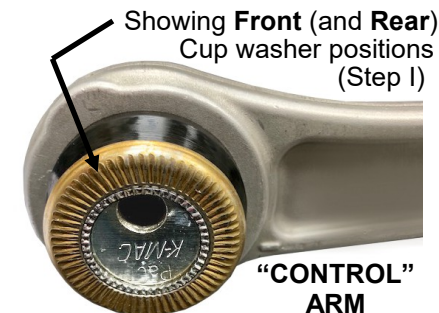
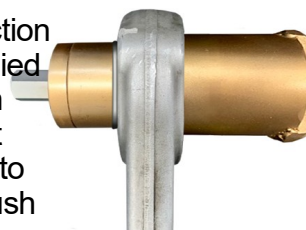
Securely position jack under a lower control arm (towards inner end). Then raise only sufficient to take up / support load.

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 with hole at 12 O'clock.**

G.

PRIOR TO RECONNECTION OF ARMS: (to aid lining up / re-insertion of the "inner" 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.

H.

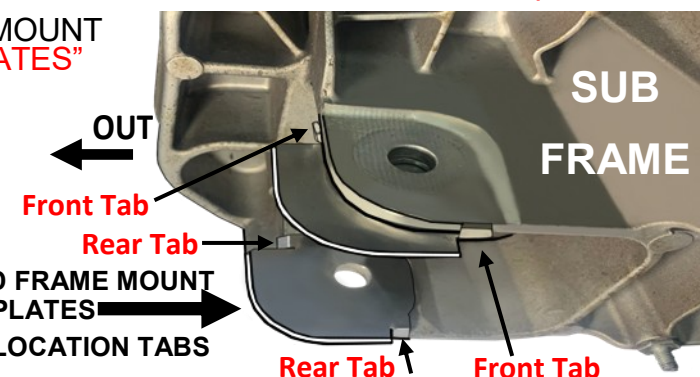
POSITION FRAME MOUNT "INNER 'STEEL' PLATES" (2 Pair)

CHECK (Front or Rear)

"SEE REVERSE OF SHEET"

PIC SHOWS:

- RIGHT HAND FRAME MOUNT (INNER) "STEEL" PLATES & LOCATION TABS



Reposition arms back inside frame "Complete" with the large cup washers" (See above Pic Step F).

I.

Then install tooth washer 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")

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)

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**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** (Coil Spring Susp.) 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



(E200-550 #502916-1i)

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)

- ✓ **CAMBER** **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. Supersedes 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