

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

**W212 - 4MATIC**

**#503716-1i**

(NON - 4MATIC incl AMG #502916-1i)

**FRONT CAMBER ADJUSTABLE BUSHINGS**

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

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

**ALSO MANUFACTURED:**

**CAMBER PLUS ALSO CASTER ADJUSTABLE  
 BUSHES #503716M**

**THE FORWARD FACING ADJUSTABLE  
 CASTER BUSHINGS ARE MONOBALL / 2 AXIS -  
 SIGNIFICANTLY IMPROVING BRAKE AND  
 STEERING RESPONSE.**

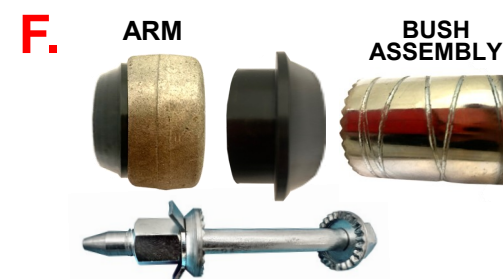
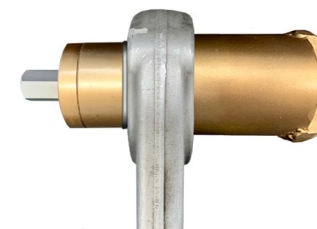
**CAMBER - CAN INSTALL WITHOUT ARM REMOVAL**

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

- Install with vehicle on 4 post hoist or car ramps to aid reconnection of inner bolts STEP i.
- Securely position jack under a lower control arm (towards inner end).  
 Then raise only sufficient to take up / support load.

- Remove bolt - **should be tap out procedure (adjust jack up or down so minimal load)**
- Lower control arm only sufficient to expose bush

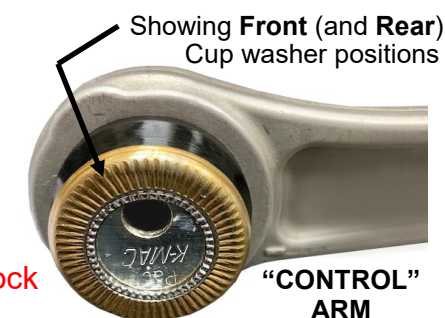
- Use Extraction tool supplied & wrench or impact gun here to remove bush



Tooth washer under bolt head  
 & prior to lock Tab.

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. (STEP G PIC)**

- Position cup washers either side of bush. Then raise arm and reconnect with BOLT "FLAT UP" - So matches D hole flat).  
 (Tooth washer under bolt head - also washer thread end prior to lock tab and nut).



© KMAC Align 2024 #503716-1i

**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. 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***



(NON - 4MATIC incl AMG #502916-1i)

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

**FRONT CAMBER FOR THE 1ST TIME**  
(and accurate-underload direct on alignment rack)

**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**

✓ **CAMBER** **Positive or Negative**  
• Resolve costly, premature edge tire wear  
• Extra adjustment (Track days) see Rear page

✓ **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***