FRONT & REAR SUPERIOR REPLACEMENT BUSHINGS . . . .

Worn expensive OEM bushes are replaced at the same time with “precisely” adjustable Camber & Caster (Single Wrench) kits - they also being the highest wearing bushes. Advantage with most K-MAC unique patented design bushings over OEM is that they have twice the load bearing area and are 2 axis / mono ball self aligning - without the use of air voids. Allowing improved braking and steering response.

NEW CAR INDUSTRIES BEST KEPT SECRET

Since the 1990’s cost cutting and the ever increasing speed of assembly lines means only front and rear Toe “directional adjustment’ OEM! No Camber to change tire “contact angle” to resolve costly premature edge tire wear, improve traction. No Caster to correctly resolve steering pull and improve steering response.

With K-MAC - Again ongoing adjustment to suit your own driving conditions - high cambered roads, altered height through lowering or load carrying, fitting wide profile tires or adjust for curb knock damage.

AT LAST “FULL” — Front and Rear Wheel Alignment — AGAIN MEANS WHAT IT SAYS
K-MAC
- Resolve steering pull, excess edge tire wear
- Improve braking, traction, cornering response

*ADJUSTABLE BUSHINGS
Suit virtually all incl. AMG, Black Series
Bolt-on - (Extraction / Insertion tubes supplied)

1968 to 2017

Also

SUV’S
X156
W163
W164
X164
W166
X166
X253

Also Front ‘Camber’ and ‘Caster’ kits
Sprinter / Vito Vans, A, B, CLA, GLA

• Unlike “adjustable upper rear arms” K-MAC bushes retain tire clearance to outer fender
• Also are replacement for the ’8’ highest wearing Front & Rear suspension bushes

PLUS . . .

✓ Improves traction
✓ Steering response
✓ High speed control
✓ Reduces dive / lift
✓ Resolve steering pull
✓ Essential altering height or wide profile tires fitted
✓ Allows ongoing adjustment for curb knock damage
✓ Longer bush life through twice the load bearing area
✓ Can adjust (single wrench) for extra Camber on track days
✓ No Modifications, simply replacing existing bushings

OWNERS SAY
K-MAC “Competition Proven - Non Slip Lock System”

CLS 55 AMG
• “Used to be 6-10k down to the cords. Bought K-Mac bushings and started doing my own
  alignments, now it’s 30+. That’s a whole year for me. I went through 6 grand worth of tires in
  the first 2 years of ownership. Had to take control of the situation.”

CLK 55 AMG
• “Factory set up caused the outside edges of the tires to wear excessively. . .”
  “Ride quality is significantly improved, steering input is instant and responsiveness is fantastic.”

• “I installed the K-MAC front kit yesterday. I was impressed with the quality, and the parts to
  help remove the old bushings and install the new ones were a life saver. The kit has enough
  adjustment to completely fix the front camber on my lowered CLK55. I have the rear kit
  ready to go for next weekend.”

E63 AMG
• “The E63 Mercedes that we installed the K-MAC bushings on. . . And lowered it one inch.
  It is unbelievable how well it handles now. They should build cars that way from the factory!”

E320
• “I’d endorse K-MAC any time; so much control / adjustment available. I had everything
  professionally installed of course. Nothing out there matches K-MAC bushings;
  it was money worth spent.”

Genuine K-MAC — Leaders in Suspension Engineering since 1964!
The often quoted reassuring statement . . . “FULL FRONT AND REAR WHEEL ALIGNMENT” . . . is actually only Front & Rear “Toe” - directional adjustment! (even the most exotic models AMG and Black Series). Since the mid 90’s no Camber or Caster to change tire “contact angles” which is essential to resolve costly, premature edge tire wear, improve traction and correctly fix steering pull. Its all to do with cost cutting and the ever increasing speed of vehicle assembly lines.

Many owners become increasingly frustrated, constantly changing tire brands or going from one dealer or alignment shop to another, not realizing that TOE ONLY ADJUSTMENT APPLIES !

That the real problem to their alignment woes is the lack of Front Camber and Caster and Rear Camber adjustment.

MAXIMUM POSSIBLE ADJUSTMENT RANGE

Its no wonder - Experience of Manufacturing Front & Rear kits longer than any other company (in-house - not importing / relabeling, which also allows total control over quality & rapid / constant development). (and always appreciate ideas to further improve)

CAMBER - Allows to actually change the tire “contact angle”, resolving costly, premature edge wear by increasing the wear area and also traction. Along with ability to reduce understeer or oversteer.

CASTER - Correctly resolves steering pull, increases steering response, with better turn in and high speed directional control, along with reduced dive / lift under brake and acceleration.

The above Camber and Caster facility’s is the proper solution - with capability of ongoing, precise adjustment to return vehicle to factory specs anytime. Result of day to day commuting - high cambered roads, load carrying, sagged suspension, altering height, fitting wide profile tires / wheels or curb knock damage.

There are available (front only) “offset fluted bolts”. But they are inaccurate “one only” position, allowing on Mercedes strut suspension a very minimal 0-3 of one degree (3°m - 1/8") offset. One for Camber and one for Caster with both requiring labor intensive removal each time to change setting.

At K-MAC we saw the need therefore to design precisely adjustable bolt-on kits, like the OEM adjusters prior to the mid 90’s, provide again the full range of adjustment capability (3 to 4 times that of the one only position “slotted bolts”) — with the unique K-MAC design breakthrough — a patented “single wrench” adjustment system - accurate on car (under load) direct on alignment rack — no more time consuming disassembly required.

Providing Camber and Caster for the Front and Camber for the Rear (with Extra Toe adjustment to compensate for this new Camber facility). All are supplied with bush extraction and insertion tubes. (Rear Camber can be fitted on vehicle).

Added bonus is the 4 Front and 4 Rear bushes replace the highest wearing suspension bushings. Also having twice the load bearing area and with over 50 years of proven bush design experience means noiseless, long term, maintenance free reliability. The Front bushes are “2 axis / self aligning” without the use of OEM oil and air voids. This allows improved traction under braking and steering response (most aftermarket bushes only delete the air voids — which can prevent the multi link / angled suspension arms traveling through their required arcs, causing undue harshness, binding / locking up and lead to even more wheel hop, loss of traction). Its no wonder situations in all out competition racing where for driver and spectator safety, race safety scrutineers rule that only K-MAC bushings allowed to be used.

TRACK DAYS - Bushings allow to dial in extra negative Camber (and track width) to reduce understeer and the ability to hit those corner apex’s every time. To go deeper into the corners, with improved traction and braking response. In the pursuit of pole setting lap times for race day! (Also see Strut Adjusters). Situations in all out competition racing where Race Safety scrutineers ongoing inspection/evaluation rule only K-MAC bushings allowed to be used!

The K-MAC Rear Camber (and Toe) adjustable bushings also decrease “rear end flex” and can be fined tuned for maximum traction on race days. (Also see Rear Bushings for the Multi link ‘6’ rear arms).

NOTE: Another feature with the K-MAC Rear Camber and Toe kits is that importantly adjustment of Camber (to reduce inner edge tire wear, improve traction) moves lower arms / tires inwards — unlike aftermarket “Upper Camber Arms” which — besides being difficult to access, adjust — move “top of tire” outwards, diminishing essential clearance to outer fender.
### FRONT (CAMBER & CASTER) - All Incl. Airmatic, ABC, 4Matic, AMG

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Numbers</th>
<th>Notes</th>
<th>K</th>
<th>L</th>
<th>M</th>
<th>G</th>
</tr>
</thead>
<tbody>
<tr>
<td>'09-'17</td>
<td>W212 / S212, W218 E63 AMG, CLS63 AMG</td>
<td>Also Adj. Strut Top Mounts - If Coil Spring Suspension</td>
<td>Stage 2 (Street/Race)</td>
<td>Stage 3 (Full Race)</td>
<td>#502916</td>
<td>K</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Popular A, B, CLA, GLA see below * )</td>
<td></td>
<td></td>
<td>#503116</td>
<td>K</td>
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<td>#502916-2 L</td>
<td>L</td>
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<td></td>
<td></td>
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<td></td>
<td>#502916-3 L</td>
<td>L</td>
</tr>
<tr>
<td>'14-'17</td>
<td>W205 / S205 C200, C250, C300, C400, C450 4 Matic models Incl. C43 / S63 AMG C63 / S, S63 / S65 AMG</td>
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<td></td>
<td></td>
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<td></td>
<td>#503316</td>
<td>K</td>
</tr>
<tr>
<td>'13-'17</td>
<td>C213 / C238, C217 / A217, W222, X253</td>
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<td></td>
<td></td>
<td>#502816</td>
<td>L</td>
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<tr>
<td>'02-'17</td>
<td>W204, X204, C207 / A207 Incl. 'Black' Series W204, C209 Also Adj. Strut Top Mounts - For C209 'Black' Series (only)</td>
<td>Stage 2 (Street/Race)</td>
<td>Stage 3 (Full Race)</td>
<td>#502616</td>
<td>K</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Also Adj. Strut Top Mounts - If Coil Spring Suspension</td>
<td>Stage 2 (Street/Race)</td>
<td>Stage 3 (Full Race)</td>
<td>#502616-2 L</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>W204 / X204, C207 / A207 (Incl. 'Black' Series )</td>
<td>Stage 2 (Street/Race)</td>
<td>Stage 3 (Full Race)</td>
<td>#502616-3 L</td>
<td>L</td>
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<tr>
<td>'99-'06</td>
<td>W215, W220</td>
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<td>#502516</td>
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<tr>
<td>'95-'09</td>
<td>“4Matic” - W210, W211 / S211, W220</td>
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<td>#502416</td>
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<tr>
<td>'00-'13</td>
<td>W216, W221</td>
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<td>#502316</td>
<td>K</td>
</tr>
<tr>
<td>'00-'17</td>
<td>R171 / 172, W203, C209 / A209, W211 / 219, R230 / 231 Black Series See above W204</td>
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<td>#502216</td>
<td>K</td>
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<tr>
<td>'95-'02</td>
<td>W210</td>
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<td>#502116</td>
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<tr>
<td>'83-'02</td>
<td>R170, W202, C208 / A208 Incl. Chrysler Crossfire (300C, Charger, #502716 K)</td>
<td>Has adjustment K-MAC doubles adj. range</td>
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<td>#502016</td>
<td>J</td>
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<tr>
<td>'91-'99</td>
<td>W140</td>
<td>Has adjustment K-MAC doubles adj. range</td>
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<td>#501916</td>
<td>K</td>
</tr>
<tr>
<td>'82-'01</td>
<td>W124 / C124, R129, W201 Has adjustment K-MAC doubles adj. range Also (124,129) Adjustable Strut Top Mounts available (#501716-2 L, #501716-3 L)</td>
<td></td>
<td></td>
<td></td>
<td>#501716</td>
<td>J</td>
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<tr>
<td>'77-'91</td>
<td>W123, W126 Camber only</td>
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<td>#501616</td>
<td>H</td>
</tr>
</tbody>
</table>

### REAR (CAMBER & Extra TOE) - All Incl. Airmatic, ABC, 4matic, AMG See also Performance Rear Link Bushings (page 14)

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Numbers</th>
<th>Notes</th>
<th>K</th>
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</tr>
</thead>
<tbody>
<tr>
<td>'01-'17</td>
<td>W211/S211, W216, W219, W221, W222, R230, R231</td>
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<td>#502526</td>
<td>K</td>
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<tr>
<td>'00-'17</td>
<td>W204, X204, W205/S205, C207/A207, W212/S212, C213/C238, W215, C217, W218, W220, X253</td>
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<td>#502226</td>
<td>K</td>
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<tr>
<td>'01-'17</td>
<td>C209 / A209 (01-05/04), R171, R172 (33mm Lower Arm/Inner bush)</td>
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<td>#502026</td>
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<td>'04-'09</td>
<td>C209 / A209 (06-04-'09) (51mm “” “” “”)</td>
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<tr>
<td>'07-'09</td>
<td>C209 (‘Black’ Series) (33mm “” “” “”)</td>
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<tr>
<td>'91-'98</td>
<td>W140 (51mm “” “” “”)</td>
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<td>#501626</td>
<td>J</td>
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<tr>
<td></td>
<td></td>
<td>Has adjustment K-MAC doubles adj. range</td>
<td></td>
<td>#501426</td>
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<tr>
<td>4/04-'07</td>
<td>W203 (51mm Lower Arm/Inner bush)</td>
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<td>#501926</td>
<td>J</td>
</tr>
<tr>
<td>'00-'03</td>
<td>W203 (33mm “” “” “”)</td>
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<td>#502026</td>
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<tr>
<td>'68-'91</td>
<td>R107, W114, W115, W116, W123, W126</td>
<td></td>
<td>#501826</td>
<td>i</td>
</tr>
</tbody>
</table>

### SUV, SPRINTER, VITO, A/B / CLA / GLA Class

**FRONT** - Camber & Caster branch **REAR** - Camber & “X” Toe

- **W164 / X164, W166 / X166, W251, C292** Front also replaces / strengthens the (costly) Lower / Inner Rear shives!
- **W163** Front - Camber Only

<table>
<thead>
<tr>
<th>Part numbers</th>
<th>Notes</th>
<th>K</th>
<th>L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sprinter W906 (‘06-'17) W903 (‘95-'06) Camber Only (‘06-'17) See Maxi Cam Page 10</td>
<td></td>
<td>#505416</td>
<td>K</td>
</tr>
<tr>
<td>Vito W639 (‘11-'17) W639 (‘04-'11) W638 (‘96-'03), W639 (‘04-'17) Camber only</td>
<td></td>
<td>#505216</td>
<td>K</td>
</tr>
<tr>
<td>#505116</td>
<td>K</td>
<td></td>
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</tr>
<tr>
<td>#120216</td>
<td>D</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A, B, CLA, GLA, AMG (‘98-'17) Front Camber Only W168, W169, W176, W245, C117, X156 Strut Top Mounts (‘13-'17) Stage 2 (Street/Race) (Precise Camber &amp; Caster) Stage 3 (Full Race)</td>
<td></td>
<td>#502016</td>
<td>D</td>
</tr>
<tr>
<td>*</td>
<td>#506116-2 L</td>
<td>#506116-3 L</td>
<td>#506126 K (‘13-'17)</td>
</tr>
</tbody>
</table>
## K-MAC Adjustable Bushings

### K-MAC Adjustable Bushings

**FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT**

- K-MAC unique patented design finally allowing precise, single wrench adjustment accurately (under load) and all directional 2 axis bushings, with twice the load bearing area of OEM bushings.
- Extraction & Insertion tubes included.

**Also Additional (Coil Spring Models) Replacement “Strut Top Mounts” “Precise Camber & Caster Adjustable (up to 3 degrees)”**

- Race Days
  - More traction (Increase Neg. Camber / Reduce understeer)

**Stage 2 (Street / Race)**

- Featuring very latest design upgrades...
  - Allows even more Camber and Caster adjustment - less understeer for Race / Competition.
  - K-MAC patented design biggest (and quickest) adjustment system (also fits with strut brace). No height increase. Not steel or soft billet alloy but ultimate aircraft 7075 grade aluminum. Similar centers to OEM but elastomer - not rubber for improved steering response. Another K-MAC feature - separate H/Duty radial thrust bearings for steering loads (and prevents spring drag / binding).
  - Designed to fit with OEM diam. springs or all brands of Coil-Overs 60 - 70mm I.D. Centers are also replaceable.

**Stage 3 (Full Race)**

- Same features as above Stage 2 (Street/Race) but without elastomer. No flex - Tauter / Quicker response times, More effective shock control. Includes Extra H/Duty self align spherical bearings (Self lubed/PTFE lined). Centers are also replaceable.

### K-MAC Adjustable Bushings

<table>
<thead>
<tr>
<th>Model Year</th>
<th>Model</th>
<th>Kit Description</th>
<th>Part Numbers</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-2017</td>
<td>W212 / S212(E), W218(CLS)</td>
<td>E63 AMG, CLS63 AMG</td>
<td>#502916-2 L Stage 2 (pair)</td>
<td>$545-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>#503116 K</td>
<td>$480-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(set of 4)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>#502916-3 L Stage 3 (pair)</td>
<td>$545-</td>
</tr>
<tr>
<td>2014-2017</td>
<td>W205 / S205(C)</td>
<td>C200, C250, C300, C400, C450</td>
<td>#503216K</td>
<td>$480-</td>
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<tr>
<td></td>
<td></td>
<td>C63 / S, S63 / S65</td>
<td>#503416K</td>
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<tr>
<td></td>
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<td></td>
<td>#50316K</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>(set of 4)</td>
<td></td>
</tr>
<tr>
<td>2013-2017</td>
<td>C213 / C238(E), C217 / A217(S), W222(S), X253(GLC)</td>
<td>Incl AMG</td>
<td>#502816 K (set of 4)</td>
<td>$480-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(set of 4)</td>
<td></td>
</tr>
<tr>
<td>1998-2005</td>
<td>W215((CL), W220(S)</td>
<td>Incl AMG</td>
<td>#502516 K (set of 4)</td>
<td>$480-</td>
</tr>
</tbody>
</table>

**K-MAC Adjustable Bushings for 1998-2005 Models**

- K-MAC unique patented design finally allowing precise, single wrench adjustment accurately (under load) and all directional 2 axis bushings, with twice the load bearing area of OEM bushings. Extraction & Insertion tubes included.

### Upper “Wishbone” Models

**Incl. all Airmatic, ABC, 4 Matic**

- Bushings also 2 axis / Mono Ball where applicable.

---

**Front Camber & Caster Adjustable Bush Kit**

- Recommended for “extra” adjustment-collision damage — or (combined with the lower arm bushings) extra neg. Camber on Track Days!
**精密调整**

**BUSHINGS/STRUT TOPS**

**BUSHINGS/STRUT TOPS**

3 - 4 times adjustment of the ‘one position’ fluted bolts

Up to 3°’s (10 times adjustment of the fluted bolts)

---

1998-2002 4MATIC - W210(E), W211 / S211(E), W220(S) Incl. AMG

FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT

K-MAC unique patented design finally allowing precise, single wrench adjustment accurately (under load) and all directional 2 axis bushings, with twice the load bearing area of OEM bushes. Extraction & Insertion tubes included.

#502416 K
(set of 4) $480-

2°’s Pos/Neg

---

2008-2017 W216(CL), W221(S) Incl. AMG

FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT

K-MAC unique patented design finally allowing precise, single wrench adjustment accurately (under load) and all directional 2 axis bushings, with twice the load bearing area of OEM bushes. Extraction & Insertion tubes included.

#502316 K
(set of 4) $480-

2.5°’s Pos/Neg

---

2000-2017 R171/172(SLK), W203(C), C209/A209(CLK)* & Black Series see below

W211 / S211(E), W215(.CL), W219(CLS), R230/231(SL), Incl. AMG

*3°’s Pos/Neg

FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT

K-MAC unique patented design finally allowing precise, single wrench adjustment accurately (under load) and all directional 2 axis bushings, with twice the load bearing area of OEM bushes. Extraction & Insertion tubes included.

#502216 K
(set of 4) $480-

1°’s Pos/Neg

---

*C209(CLK) “BLACK SERIES” (only) ADJUSTABLE BUSH KIT - #502616 K

ALSO “BLACK SERIES” (only) REPLACEMENT STRUT TOP MOUNTS

STAGE 2 #502616-2 L & STAGE 3 #502616-3 L MANUFACTURED

RACE DAYS More traction (Increase Neg. Camber / Reduce understeer)

STAGE 2 (STREET / RACE) Featuring very latest design upgrades . . .

Allows even more Camber and Caster adjustment - less understeer for Race / Competition. K-MAC patented design biggest (and quickest) adjustment system. No mods. (also fits with strut brace). No height increase. Not steel or soft billet alloy but ultimate aircraft 7075 grade aluminum. Similar centers to OEM but elastomer - not rubber for improved steering response. Another K-MAC feature - separate H/Duty radial thrust bearings for steering loads (and prevent spring drag / binding). Designed to fit with OEM diam. springs or all brands of Coil-Overs 60 -70mm I.D.. Centers are also replaceable.

CASTER

Also STAGE 3 (FULL RACE). . . . Same features as above Stage 2 (Street/Race) but without elastomer. No flex - Tauter / Quicker response times, More effective shock control. Includes Extra H/Duty self align spherical bearings (Self lubed / PTFE lined). Centers are also replaceable.

#502616 K
Black Series
(set of 4) $480-

1°’s Pos/Neg

---

1995-2002 W210(E) Incl. AMG

FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT

K-MAC unique patented design finally allowing precise, single wrench adjustment accurately (under load) and all directional 2 axis bushings, with twice the load bearing area of OEM bushes. Extraction & Insertion tubes included.

#502116 J
(set of 4) $480-

2°’s Pos/Neg

---

1998-2002 R170(SLK), W202(C), C208 / A208(CLK)

FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT

K-MAC unique patented design finally allowing precise, single wrench adjustment accurately (under load) and all directional 2 axis bushings, with twice the load bearing area of OEM bushes. Extraction & Insertion tubes included.

#502016 J
(set of 4) $380-

2°’s Pos/Neg

---

UP TO EXTRA 3°’S POSITIVE OR 2°’S NEGATIVE CAMBER ADJUSTMENT

EXTRACTION TOOL SUPPLIED
(Can Fit Bushes On Vehicle)
#502616 K (set of 4) $480-
Stage 2
W204/X204 (Incl. Black Series)
C207/A207
#503016-2 L $545- (pair)
Stage 3
#503016-3 L $545- (pair)

1991-1998 W140(S)
FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT
This model has Camber & Caster adjustment. K-MAC kit doubles the existing adjustment range with twice the load bearing area (same features as above bush kits). Bush Extraction & Insertion tubes included.

#501916 K (set of 4) $480-
2.5" Pos/Neg

1982-2001 W124 / C124(E), R129(SL), W201(190)
FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT
This model has Camber & Caster adjustment. K-MAC kit doubles the existing adjustment range with twice the load bearing area (same features as above bush kits). Bush Extraction & Insertion tubes included.

#501716 J (set of 4) $380-
2.5" Pos/Neg

FRONT CAMBER ADJUSTABLE BUSH KIT
K-MAC unique patented design. Twice the load bearing area. Finally allowing precise, single wrench adjustment accurately under load. (same features as above bush kits). Bush Extraction & Insertion tubes included.

#501616 H (set of 2) $320–
2.5" Pos/Neg
1984-2001 W124 / C124(E), R129(SL) (in addition to #501716 J  Lower Arm Adjustable Bush Kit page 8)

- **COIL SPRING MODELS - REPLACEMENT “STRUT TOP MOUNTS”**
  - Precise Camber & Caster Adjustable (up to 3 degrees)
  - RACE DAYS: More traction (Increase Neg. Camber / Reduce understeer)
  - These models are strut (no upper wishbone) suspension
  - STAGE 2 (STREET / RACE): Featuring very latest design upgrades... Allows even more Camber and Caster adjustment - less understeer for Race / Competition. K-MAC patented design biggest (and quickest) adjustment system (also fits with strut brace). No height increase. Not steel or soft billet alloy but ultimate aircraft 7075 grade aluminum. Similar centers to OEM but elastomer - not rubber for improved steering response. Another K-MAC feature - separate H/Duty radial thrust bearings for steering loads (and prevents spring drag / binding). Designed to fit with OEM diam. springs or all brands of Coil-Over's 60-70mm I.D. Centers are also replaceable.

Also STAGE 3 (FULL RACE). . . .
Same features as above Stage 2 (Street/Race) but without elastomer. No flex - Tauter / Quicker response times, More effective shock control. Includes Extra H/Duty self align spherical bearings (Self lubed / PTFE lined). Centers are also replaceable.

2013-2017 W176(A), W246(B), C117(CLA), X156(GLA), AMG

- REPLACEMENT “STRUT TOP MOUNTS”
  - Precise Camber & Caster Adjustable (up to 3 degrees)
  - STAGE 2 (STREET / RACE): Featuring very latest design upgrades... Allows even more Camber and Caster adjustment - less understeer for Race / Competition. K-MAC patented design biggest (and quickest) adjustment system (also fits with strut brace). No height increase. Not steel or soft billet alloy but ultimate aircraft 7075 grade aluminum. Similar centers to OEM but elastomer - not rubber for improved steering response. Another K-MAC feature - separate H/Duty radial thrust bearings for steering loads (and prevents spring drag / binding). Designed to fit with OEM diam. springs or all brands of Coil-Over's 60-70mm I.D. Centers are also replaceable.

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Same features as above Stage 2 (Street/Race) but without elastomer. No flex - Tauter / Quicker response times, More effective shock control. Includes Extra H/Duty self align spherical bearings (Self lubed / PTFE lined). Centers are also replaceable.

ALSO AVAILABLE: FRONT “CAMBER” ONLY (See Page 10) AND REAR CAMBER & EXTRA TOE ALONG WITH REAR TRAIL ARM FRONT MOUNT BUSHINGS. (See Page 13)
FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT

No adjustment OEM K-MAC bushings replace the lower control arm front and rear bushings. Also bonus of resolving the premature failure of the "costly" rear bushings. Allows additional precise adjustment for the 1st. time of Camber to reduce inner edge tire wear / improve traction. The result of curb knock damage, fitting wide profile tires or the desire to lower vehicle height / roll center to improve cornering stability. Also Caster adjustment to correctly resolve steering pull, reduce dive / lift on brake / acceleration, along with better steering response and high speed directional control. Bush Extraction and Insertion tools included - no need to remove control arms from vehicle.

FRONT CAMBER ONLY BUSH KIT (Replaces front lower inner bush - rear is torsion arm)

Precisely adjustable patented design. Bush Extraction tool included.

NEW AT LAST

Resolving The 3 Issues

✓ "NO UNDER SIZE" - BOLTS
✓ "TWICE" - THE ADJUSTMENT RANGE
✓ "NON SLIP" - LOCK SYSTEM

NOTE: "CRANK BOLT" DESIGN - Both offsets and downsizes the OEM bolts to allow 2mm of adjustment (e.g. 14mm diameter becomes a offset weakened 12mm bolt). - THESE 2 BOLTS ARE CRITICAL MOUNTING POINT - HOLDING STUB AXLE / WHEELS ON and the new car industry is not noted for oversizing componentry - 14mm bolt means 14mm!

FRONT CAMBER & CASTER ADJUSTABLE BUSH KITS

Precise adjustment K-MAC unique patented design replaces the 4 (highest wearing) lower inner arm bushings allows, single wrench adjustment accurately under load. Bush Extraction tubes included.

FRONT CAMBER & CASTER ADJUSTABLE BUSH KIT

No adjustment OEM K-MAC bushings replace the lower control arm front and rear bushings. Also bonus of resolving the premature failure of the "costly" rear bushings. Allows additional precise adjustment for the 1st. time of Camber to reduce inner edge tire wear / improve traction. The result of curb knock damage, fitting wide profile tires or the desire to lower vehicle height / roll center to improve cornering stability. Also Caster adjustment to correctly resolve steering pull, reduce dive / lift on brake / acceleration, along with better steering response and high speed directional control. Bush Extraction and Insertion tools included - no need to remove control arms from vehicle.

FRONT CAMBER ONLY BUSH KIT (Replaces front lower inner bush - rear is torsion arm)

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<thead>
<tr>
<th>Year Range</th>
<th>Model Codes</th>
<th>Description</th>
<th>Kit Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001-2017</td>
<td>W211 / S211(E), W216(CL), W219(CLS), W221(S), W222(S), R230(SL), R231(SL)</td>
<td>REAR CAMBER &amp; EXTRA TOE ADJUSTABLE BUSH KIT</td>
<td>#502526 K</td>
<td>$480-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>K-MAC unique patented design finally allowing precise, single wrench adjustment accurately under load. Also includes Toe adjustment - doubling the existing adjustment range to compensate for the new Camber addition. Bush Extraction &amp; Insertion tools included - Allowing Camber bushings to be replaced on vehicle.</td>
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</tr>
<tr>
<td>2000-2017</td>
<td>W204(C), X204(GLK), W205 / S205(C), C207 / A207(E), W212 / S212(E), C213 / C238(E), W215(CL), C217 / A217(S), W218(CLS), W220(S), X253(GLC)</td>
<td>REAR CAMBER &amp; EXTRA TOE ADJUSTABLE BUSH KIT</td>
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<td>2004-2009</td>
<td>C209 / A209(CLK) (51mm diam. O.D. Lower Arm/Inner bush)</td>
<td>REAR CAMBER &amp; EXTRA TOE ADJUSTABLE BUSH KIT</td>
<td>#501926 J</td>
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<td>2001-2017</td>
<td>C209 / A209(CLK '01-5/04), R171(SLK), R172(SLK) (33mm bush diam.)</td>
<td>REAR CAMBER &amp; EXTRA TOE ADJUSTABLE BUSH KIT</td>
<td>#502026 H</td>
<td>$320-</td>
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<tr>
<td>2007-2009</td>
<td>C209(CLK) 'Black' Series (33mm O.D. Lower Arm/Inner bush)</td>
<td>REAR CAMBER &amp; EXTRA TOE ADJUSTABLE BUSH KIT</td>
<td>#501526 J</td>
<td>$380-</td>
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### REAR CAMBER & EXTRA TOE ADJUSTMENT BUSH KIT

**K-MAC unique patented design finally allowing precise, single wrench adjustment accurately under load. Bush Extraction & Insertion tools included - Allowing Camber bushings to be replaced on vehicle.**

**2000-2004 W203(C)**

**Early Series 2000 - 2004**  
(33mm diam. Lower Arm/Inner bush)

- **#502026 H** (set of 4)  
  - $320-
  - 20’s Pos/Neg

**1982-2003 W124 / C124(E), R129(SL), R170(SLK), W201(190), W202(C), C208, *A208(CLK), W210(E)**

- **#502026 H** (set of 4)  
  - $320-
  - 20’s Pos/Neg

**1991-1998 W140(S) (51mm O.D. Lower Arm/Inner bush)**

- **#501626 J** (set of 4)  
  - $380-
  - 30’s Pos/Neg

### FRONT CAMBER AND CASTER ADJUSTMENT.

Providing adjustment for the 1st time. Similar features to rear Adjusters. Reduce costly / premature inner edge tire wear and improve traction.
REAR KITS  Incl. all Airmatic, ABC, 4 Matic  

Incl. all AMG, Black Series  (Extraction/ Insertion tools included)

RESOLVE  PREMATURE EDGE TIRE WEAR, TRACTION AND REAR END CONTROL  
ALLOWING  ONGOING FULL ADJUSTMENT/ SINGLE WRENCH FOR THE 1st. TIME  
ESSENTIAL  LOWERING, WIDE PROFILE TIRES / WHEELS, CURB KNOCK DAMAGE  
REPLACING  THE HIGHEST WEARING “BUSHINGS” AT SAME TIME

1968-1991  R107(SL/SLC), W114(E), W115(D), W116(S), W123(E), W126(S)  
REAR CAMBER & TOE ADJUSTABLE BUSH KIT  
K-MAC unique patented design finally allowing precise, single wrench adjustment accurately under load. Bush Extraction & Insertion tools included - Allowing Camber bushings to be replaced on vehicle.

2013-2017  W176(A), W246(B), C117(CLA), X156(GLA) Incl. AMG  
REAR CAMBER & EXTRA TOE ADJUSTABLE BUSH KIT  
K-MAC unique patented design finally allowing precise, single wrench adjustment accurately under load. Also includes Toe adjustment - doubling the existing adjustment range to compensate for the new Camber addition. Bush Extraction & Insertion tools included - Allowing Camber bushings to be replaced on vehicle.

* ALSO MANUFACTURED - REAR TRAIL ARM FRONT MOUNT BUSHINGS.  
This K-MAC 2 axis design eliminates the OEM air voids yet allows arms to travel through there required arc without binding / locking up. Result is improved traction and enhanced cornering stability by containing side loads / G forces. Also resolving OEM premature bush failure.

1996-2017  Vito W638, W639  
REAR CAMBER & EXTRA TOE ADJUSTABLE BUSH KIT  
K-MAC unique patented design finally allowing precise, single wrench adjustment accurately under load. Also includes Toe adjustment - doubling the existing adjustment range to compensate for the new Camber addition. Bush Extraction & Insertion tools included - Allowing Camber bushings to be replaced on vehicle.

2005 - 2017  SUV W164(M) / X164(GL), W166(M) / W166(GLE) / X166(GL), C292(GLE), W251(R)  
REAR EXTRA CAMBER & TOE ADJUSTABLE BUSH KIT  
K-MAC unique patented design allows precise, single wrench adjustment accurately under load. Doubles existing Camber and Toe adjustment range to reduce inner edge tire wear. The result of curb knock damage, fitting wide profile tires or lowering vehicle height / roll center to improve cornering stability. Bush Extraction & Insertion tools included - Allowing Camber bushings to be replaced on vehicle..

UPRATED PERFORMANCE BUSHINGS (12) FOR THE ‘6’ MULTI LINK ARMS  
ACCURATELY LOCATING REAR SUSPENSION AGAINST UNWANTED FLEX / TWITCHING / LOSS OF TRACTION — ESPECIALLY WHEN APPLYING POWER TO LANE CHANGE / OVERTAKE!
**REAR CAMBER & EXTRA TOE ADJUSTMENT BUSH KIT**

K-MAC unique patented design finally allowing precise, single wrench adjustment accurately under load. **Also includes Toe adjustment - doubling the existing adjustment range to compensate for the new Camber addition. Bush Extraction & Insertion tools included - Allowing Camber bushings to be replaced on vehicle.**

**ALSO AVAILABLE** - Street / Competition

‘Complete ‘Rear’ Link Bush Upgrade

Replacement for the ‘6’ Multi Link arms

(Kit eliminates the soft rubber OEM bushings)

**REAR BUSHES - FULL SET 12**

(used in addition to Camber / Toe kit which is also designed to reduce flex)

Includes Bush Extraction / Insertion Tubes

**SIGNIFICANTLY IMPROVE REAR END STABILITY**

**ACCURATELY LOCATES REAR SUSPENSION AGAINST UNWANTED FLEX / TWITCHING - AND SUBSEQUENT LOSS OF TRACTION ESPECIALLY WHEN APPLYING POWER TO LANE CHANGE / OVERTAKE.**

Unlike unforgiving short life delrin style bushes that soon pound out, K-MAC incorporates all the proven features needed for extended bush life - Maximum diameter, but lightweight alloy casings with bonded elastomer bushings to contain side loads and large load bearing nickel chromed steel inners - What you would expect from a company with over 50 years in bush design technology.

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<th>Model</th>
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<td>1997-2005</td>
<td>SUV W163(M)</td>
<td>REAR CAMBER &amp; EXTRA TOE ADJUSTMENT BUSH KIT</td>
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| 1999-2017 | W204(C), X204(GLK), W205/S205(C), C207 / A207(E), W212 / S212(E), W213(E), W215(CL), C217 / A217 (S), W218(CLS), W220(S) | **#502628 K**
|           |             | $480-                                                                        |
|           |             | (Incl. AMG & ‘Black’ Series)                                                |
| 2000-2017 | W216(CL), C217/A217(S), W218(CLS), W219(CLS), W220(S), W221(S), W222 (S) | **#502828 K**
|           |             | $480-                                                                        |
| 2001-2017 | W211 / S211(E), R230(SL), R231(SL) | **#502528 K**
|           |             | $480-                                                                        |
|           |             | (Incl. AMG & ‘Black’ Series)                                                |
| 1982-2017 | C124(E), R129(SL), W140(CL), W201(190), W202(C), W203(C), C208 / A208(CLK), C209/A209(CLK), W210(E), R170(SLK), R171(SLK), R172(SLK) | **#501528 K**
|           |             | $480-                                                                        |
PRODUCT BACKGROUND RE K-MAC BUSHINGS

50 Years Market Leadership - Through Innovation - Not Imitation

◆ K-MAC BUSHINGS SIMPLY REPLACE and overcome the premature failure of existing OEM bushings, which can cause suspension sag, rattles, squeaks, and resultant loss of brake, traction and steering response. All kits are supplied with bush extraction/insertion tubes and instructions.

◆ OEM rubber bushes use air voids for “two-axis” movement (which is essential as majority today’s vehicles have multi link arms with different angle mount points) but the air voids can also allow shudder, wheel hop and loss of traction under braking and acceleration.

◆ While the majority of aftermarket brands eliminate these air voids, but in so doing they restrict the two-axis movement which can increase binding, locking up as arms travel through their required arcs. This causing even more severe wheel hop, loss of traction!

◆ K-MAC bushes where needed therefore feature a unique “two-axis mono ball” design. Allowing power to the ground / maximum traction / braking. The K-MAC designs also significantly extend wear life having more than twice the load bearing area of OEM bushes. With over 50 years of proven bush design technology means they are noiseless, long term, maintenance free.

◆ There is (directional) Toe adjustment and tire rotation ex-factory – but with K-MAC bushes, the front suspension becomes full and precise “Camber and Caster” adjustable and the rear “Camber” - (as well as providing additional Rear Toe adjustment).

◆ Result - K-MAC bushes reduce costly edge tire wear, improve traction and high-speed directional control. Reduce dive / lift under brake / acceleration and allow “ongoing” adjustment capability to resolve steering pull or curb-knock damage. Essential wide-profile tires, altering height or for gaining extra negative Camber (and track width) with less understeer on race days!

WITH ADJUSTMENT BEING JUST A “SINGLE WRENCH”
This K-MAC patented invention has revolutionised the industry . . .
Where other brands require the labour intensive shimming of control arms or removal of actual bushings each time, then to reinsert at a different setting - now with K-MAC it is done on car, direct on alignment rack (accurately under load). Simply by rotating the bush bolt head to the precise setting required.

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