

**NOW CAN
ADJUST TIRE
'CONTACT'
ANGLES**

FINALLY FRONT & REAR ONGOING

IMPROVE TRACTION & EDGE TIRE WEAR

Camber, Caster (and extraToe) Kits

AUDI TO VOLVO - Including Mercedes 'AMG', BMW 'M', Porsche '991'

FRONT Camber & Caster Bush Adjuster Kit

**W170, 202, 208 #502016K. W210 #502116J
W210, 211s, 220 (4MATIC) #502416K**

(Kits to suit all Mercedes 1968 - 2019 incl. Coupes, Sedans,
Wagons, SUV, AMG, Black Series, Commercials)

Also manufactured **REAR Camber (and extra toe) adjusters**
(plus resolving costly, premature bush failure)

UNIQUE KMAC PATENTED DESIGN

Precisely Adjustable - Single Wrench /
under load, direct on alignment rack !

FITTING

Also refer manufacturer's workshop
manual and observe all Safety procedures.

A. Jack and use Safety stands to support front of chassis allowing
wheels to be on full droop. Then remove rear wheels.

B. Place jack securely under a lower control arm close to inner
mounts. Remove the inner bolts (2 per arm). Then lower jack/arm to
expose bushes.

C. REAR bushes - Use the bush extraction tool supplied to remove.
(as in pic 'C')

D. FRONT bushes - Use the 'small' tube supplied - insert and tap out
one end of the ½ bush the 2nd tube to tap out other end (as in box 'D')

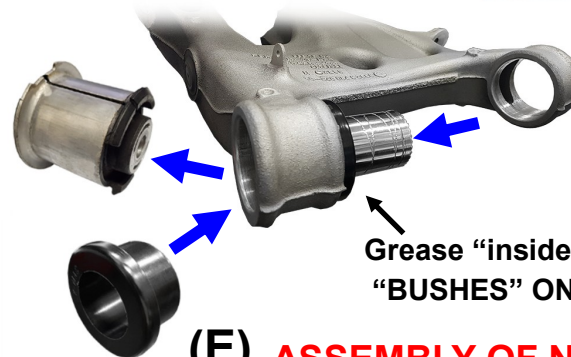
(C) REAR BUSH REMOVAL -

Use extraction tool
supplied



End cap
seated accurately
under nut

WRENCH
OR IMPACT
GUN HERE



(D)

FRONT BUSH REMOVAL

Use the "small" tube
supplied -
Insert and tap out
one end of the ½
bush then the 2nd
tube to tap
out other end

(E) ASSEMBLY OF NEW FRONT AND REAR BUSHINGS

E. Clean holes and insert the elastomer bushes. Use the silicone
grease supplied to grease the inner (only) hole in bushes. Then insert
the case hardened steel bushes. (as in pic 'E')

F. To aid reconnection of the new bolts check and adjust the 'D' hole
in each bush so is in 12 o'clock position (insert a new KMAC 'D' bolt
and rotate head).

G. Raise arm back up till holes line up so the new KMAC 'D' shape
bolt can be inserted (Tooth washer under bolt head first) - Flat facing
upwards to match 12 o'clock position of the bush hole.

H. Then a tooth washer thread end then lock tab washer and nut

WHEEL ALIGNMENT

SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM
(allowing accurate adjustment "under load" direct on alignment rack)
Make sure nuts are loose and rotate the bolt heads of both bush
mounts for Camber and Caster. Once required setting, hold head of
bolts in this position and fully tighten the nuts to **122Nm (90 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 NUTS ARE FULLY TIGHT
(Loose Nuts Cause Noise)



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

- ✓ **CAMBER, CASTER** - Positive or Negative
- ✓ **ADJUSTMENT** - Precise "Single Wrench"
- ✓ **BUSHINGS** - Twice the load bearing area
(and at same time replacing the highest wearing)
- ✓ **INCLUDES** - Extraction tool (fit on vehicle)
- ✓ **NO MODIFICATIONS** - To install

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!