

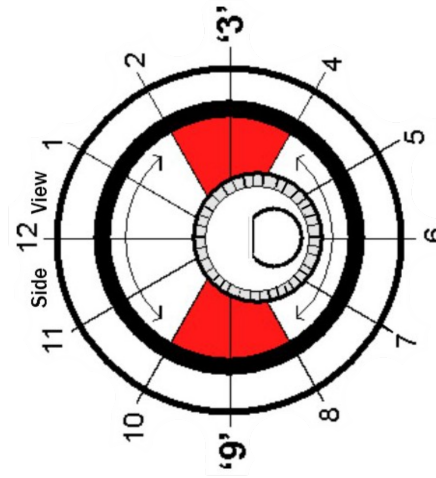
IMPORTANT — FRONT

Quick Reference / Check List

.... For long term maintenance free operation

- SIMPLIFIED ADJUSTMENT** - As per instructions - (see Reverse)
No more the labour intensive removal and repositioning each time a alignment setting needs to be changed. Instead K-MAC bushes can be pressed in - in any position. Then with nut loose simply rotate bolt head to precise setting required. **[TIRES ADJUSTING SIDEWAYS - MUST BE ON SLIDE PLATES SO BUSHINGS ARE NOT OVERLOADED]**
- ACCURATE ALIGNMENT OF BUSHES** - Prior to pressing in note that a end of each bush has a 5mm machined step. Position "this end" in arm. Check and "tap" if necessary to accurately line up with hole. Initially press bush in 5mm and "recheck". Then continue to bush is "centered" in each arm.
- INSERTION OF K-MAC BOLTS** - ease of entry - fit a K-MAC bolt in each bush and rotate bolt head till bolt hole is in 6 o'clock position (hole "flat" is then at top).
Re-connect arms to vehicle and insert each bolt also with "flat at top". **NOTE: For long term reliability - bushes are tight. If needed rotate wrench in either direction (in widening arc) to free up and obtain this 6 o'clock hole position.**
- ALIGNMENT (TIRES ON SLIDE PLATES - SEE#1)** - Make sure / check "all '4' nuts" are fully tightened (122Nm - 90ft/lbs). Then use the specially designed K-MAC lock tabs to fully secure each nut (fold at 90° 'one' - of the 3 tabs that lines up with flat side of each nut). Loose connection allows metal to metal contact / noise.

ALSO IMPORTANT CENTRALISING OF CAMBER BUSHES

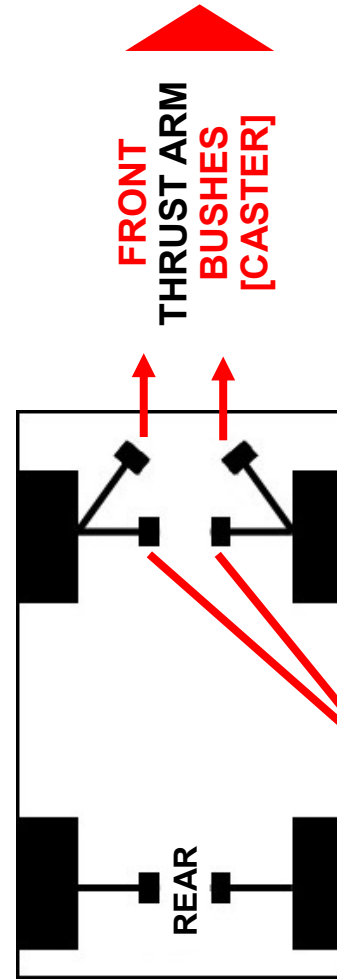


SIDE VIEW

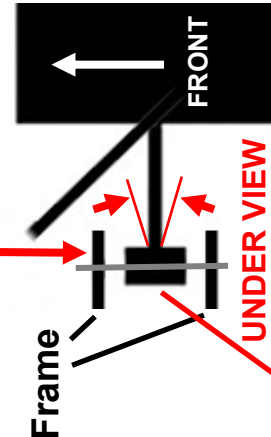
2.

CASTER - To "centralise" inner control arm bush between frame mounts (#1) - and to return to OEM "Caster" specs/fine tune to resolve steering pull - Need to adjust the "forward thrust arm Caster bushing" (avoiding Red Zones - over adjustment).

[OEM has up to 10-12° Pos. Caster]



FRONT CONTROL ARM BUSHES [CAMBER]



UNDER VIEW

ADJUSTMENT "CHECK" (1 & 2)

MONO BALL / 2 AXIS BUSHINGS

Camber & Caster plus improved Brake & Steering Response

- CAMBER** - After adjustment important to "re-centralise" control arm / wheel (#2) - so inner Camber bush is not "offset - swivelled sideways" which can cause bush to bind / lock up.