

**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'

W204/X, C207/A, R172 incl. AMG

#502616

### FRONT CAMBER (& CASTER) FOR THE 1ST TIME

REDUCE COSTLY, PREMATURE EDGE WEAR OR.... TRACK DAYS Front row of the grid lap times (adjust for increased neg. camber & track width to reduce understeer - In the pursuit of hitting those corner apex's every time & going deeper into the corners with improved traction and braking response)  
**POS. or NEG. CAMBER UP to 1.5°'s Plus 35<sup>mm</sup> extra track width**

(also mnf. (extra Adj.) front "Strut Tops" Camber/Caster - Street/Race or Full Race)

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

**CASTER:** Forward facing thrust arm bushes - remove each arm and use bench press and the large and small tubes supplied (see 'E/F' pic)

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

Refer maintenance manual and observe all Safety procedures.

**CONTROL ARM** "inner CAMBER" bushes

- Support and remove inner bush mount bolt.
- Lower control arm to expose bush

- Use Extraction Tool Supplied & Wrench or Impact gun here to remove bush



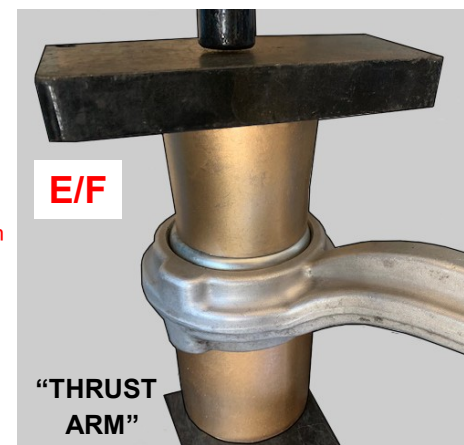
- Clean hole and insert the 2 elastomer bushes for each arm. Then use grease supplied to lubricate the K-MAC steel bushes (only) and insert

**THRUST ARM** "CASTER" bushes

**E.** Use a bench press to push out OEM bushes - Large tube supplied UNDER to support arm and the smaller tube on TOP to push out.

**F.** Same procedure to "press in K-MAC" thrust arm bushes. Initially 5mm and "recheck" vertically aligned. Make sure evenly centered in arms

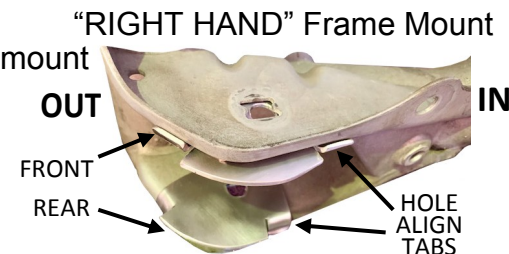
Prior to reconnection of arms (to aid lining up / re-insertion of the "inner" frame mount bolts) - initially insert new K-MAC 'D' bolt in bush holes so on rotating bolt head the hole can be moved to 12 O'Clock position



Bench press for Extraction / Insertion

**G. THRUST ARMS** - Reconnect outer mounts and seat black insulators so "Inner dowel" enters hole in each face of K-MAC bushes. Raise arms so fit inside frame mounts. Insert bolts (with tooth washer under bolt head) and 'D' shape flat to 'BOTTOM' so lines up with 'D' hole flat position in bush.

- **CONTROL ARMS** - Position frame mount "inner plates" (4) Stamped:  
 'R F' is Right Front  
 'R R' is Right Rear  
 'L F' is Left Front  
 'L R' is Left Rear



Reposition arms back inside frame then install tooth washers under bolt head and insert bolts with 'D' shape flat to 'TOP' so lines up with 'D' hole flat position in bush.

THRUST AND CONTROL ARMS

Attach remaining tooth washers prior to lock tab washer and nut. Check Thrust Arm 'SPACERS' evenly seated prior to tightening

### WHEEL ALIGNMENT

**SIMPLY ROTATE BOLT HEADS - UNIQUE K-MAC PATENTED SYSTEM** (allowing accurate adjustment "under load" direct on Alignment turntable) 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 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 4 NUTS ARE FULLY TIGHT**  
 ( Loose Nuts Cause Noise )

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**OTHER POPULAR SUSPENSION  
UPGRADES *ALSO MANUFACTURED***

**REAR** - Camber (and 'extra' Toe to compensate) lower arm bush adjusters - precisely adjustable unique K-MAC 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.

#502226

**FRONT** (Coil Spring Models) - Replacement top Strut Mounts for extra Camber & Caster adjustment (Pos./Neg. - up to 3 degrees negative).

**STAGE 2 (STREET/RACE)**

W204, C207/A207 incl. AMG, Black Series #503016-2

C209 Black Series #502616-2

**STAGE 3 (FULL RACE)**

W204, C207/A207 incl. AMG, Black Series #503016-3

C209 Black Series #502616-3

**REAR** - Up-rated 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.

#502628



W204/X, C207/A, R172 incl. AMG

#502616

**FRONT CAMBER and CASTER**

(and accurate-under load direct on alignment rack)

- ✓ **CAMBER** - Positive or Negative  
(and up to extra 35mm track width)
- ✓ **ADJUSTMENT** - Precise "Single Wrench"  
on car (K-MAC unique pat. design)  
- no disassembly each time!
- ✓ **BUSHINGS** - 2½ times the load bearing area  
(and at the same time replacing the highest wearing)
- ✓ **CASTER** - Monoball / 2 Axis without the  
need for OEM oil & air voids. Significant  
improvement to Brake & Steering response.  
(superceding spherical bearings that soon pound out).
- ✓ **INCLUDES** - Bush extraction / Insertion tubes

*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.

**Actual Inventors/Patentee's - The '3' Basic Suspension Systems**

*We do appreciate any ideas to further improve our market leadership !*