

**NOW CAN ADJUST TIRE 'CONTACT' ANGLES** **FINALLY FRONT & REAR ONGOING**  
*IMPROVE TRACTION & EDGE TIRE WEAR*  
**Camber, Caster (and extra Toe) Kits**  
*AUDI TO VOLVO - Including all Mercedes 'AMG', BMW 'M', Porsche '991'*

ADJUSTS "LOWER" ARMS

**C63/S, S63/S65 AMG #503316K** S63 4 Matic #503416K

**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 negative camber and track width to reduce understeer - hit those corner apex's every time and go deeper into the corners with improved traction and braking response.  
 POS. or NEG. CAMBER (UP to 1.5°'s + 40<sup>mm</sup> extra track width)

• WITH TWICE THE LOAD BEARING AREA •

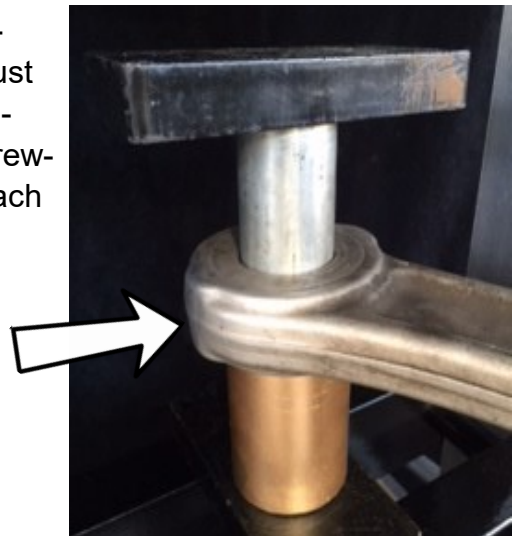
\* Also Mnt. - Upper control arm adjustable bushes for extra Camber & Caster if needed incl. Collision damage (#503216-1K).

**Precisely Adjustable - Single Wrench**  
 (accurately under load - direct on alignment rack)

**A.** Remove the 2 lower control arms and 2 thrust arms from vehicle (thrust arms - loosen securing clamp on both intercoolers to aid bolt removal)  
 Refer maintenance manual and observe all Safety procedures.

**B. CONTROL ARM** "inner" bush - Unclip the wire circlip from rubber dust seal (both sides), so seals can be removed. Then use 2 small bladed screwdrivers to unclip/remove circlip on each side of the control arm bush

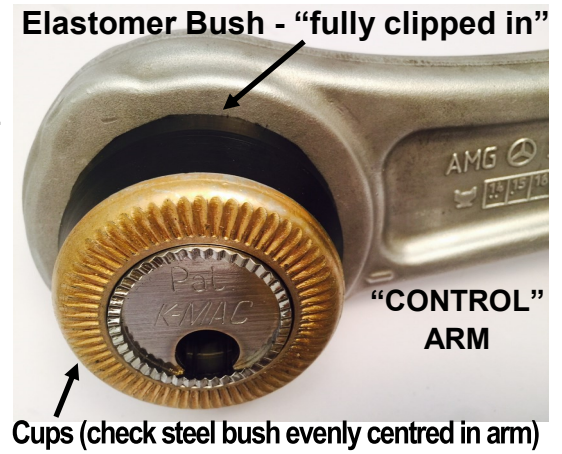
**C.** Use a bench press to push out both the control arm and the thrust arm OEM bushes - Large tube supplied on one side to support arm and the smaller tube other side to push out.



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**D. THRUST ARMS** - Reverse procedure to "press in K-Mac" bushes (check accurately aligned).

**CONTROL ARMS** - Clean hole and insert from both sides (make sure fully clipped in / seated) the 2 elastomer bushes for each arm. Then use grease supplied to lubricate the K-MAC steel bushes (only) and insert.



**E.** Reconnect arm "outer" mounts to vehicle. 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 the hole can be moved to 6'o-clock position.

**F.** Raise arms and line up bush with frame mount holes.  
**NOTE:** Tooth washer under head of bolt (and prior to lock tab and nut).

**THRUST ARMS** - Large "black spacers" either side of bush face. Insert bolts with 'D' shape flat to 'top' so lines up with 'D' hole in bush.

**CONTROL ARMS** - Large "cup washers" either side of bush face (check steel bush evenly centred in arm). Insert bolts with 'D' shape flat to 'bottom' so lines up with 'D' hole in bush.

Check both 'spacers and 'cup washers' are evenly seated prior to tightening nut.

**WHEEL ALIGNMENT**  
**SIMPLY ROTATE BOLT HEADS - UNIQUE K-MAC PATENTED SYSTEM**  
 (allowing accurate adjustment "under load" direct on Alignment rack)  
 \* **SLIDE PLATES UNDER TIRES WHEN ADJUSTING SIDEWAYS - CAMBER \***  
 Make sure nuts are loose and rotate the bolt heads of bush mounts for Camber and Caster. Once required setting is obtained, hold head of bolts in this position and tighten to 122Nm (90 ft/lbs). Then fold at 90° one (of the 3 lock tabs) that lines up with flat side of each nut.  
**NOTE: CHECK CASTER NOT EXCESSIVE - SEE REVERSE**  
**ESSENTIAL - RECHECK / MAKE SURE NUTS ARE FULLY TIGHT**



**Front "BUSHINGS" #503316K (LOWER ARM)**

**Mercedes ('14-18) C63/S, S63/S65 AMG**

- Also Mnt. Upper Arm Bushes — Extra adj. or Collision damage
- FRONT CAMBER (and CASTER) FOR THE 1st TIME (and accurate-underload direct on alignment rack)**

- ✓ **CAMBER** - Pos. or Neg up to 1.5°s (extra 40mm track width)
- ✓ **BUSHINGS** - Twice the load bearing area (same time replacing the highest wearing)
- ✓ **INCLUDES** - Extraction / insertion tubes
- ✓ **ADJUSTMENT** - Precise "Single Wrench"
- ✓ **NO MODIFICATIONS** - To install

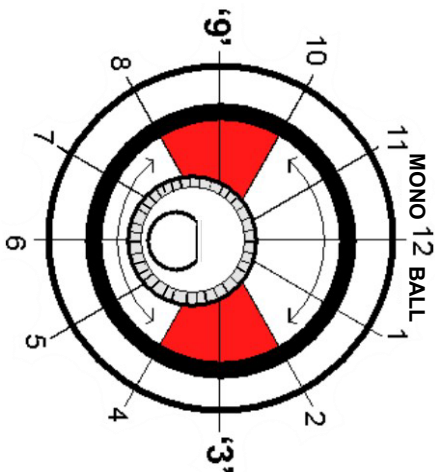
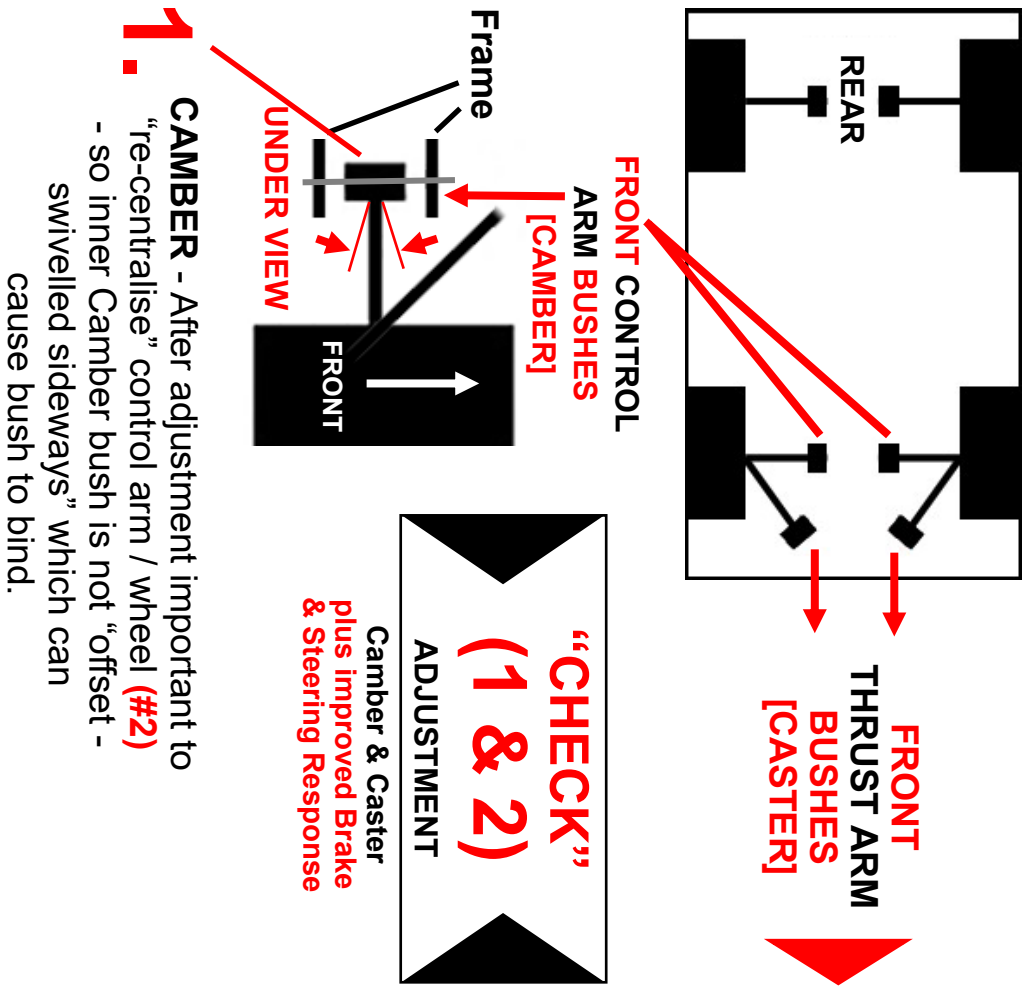
- **REAR** - CAMBER (and extra Toe) ALSO MANUFACTURED

*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 K-MAC "non-slip" lock system!

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

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



**2. SIDE VIEW**

**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**

**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.