

**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'

**C63/S, S63/S65 AMG #503316K** W205 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 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

• WITH 2½ TIMES THE LOAD BEARING AREA •

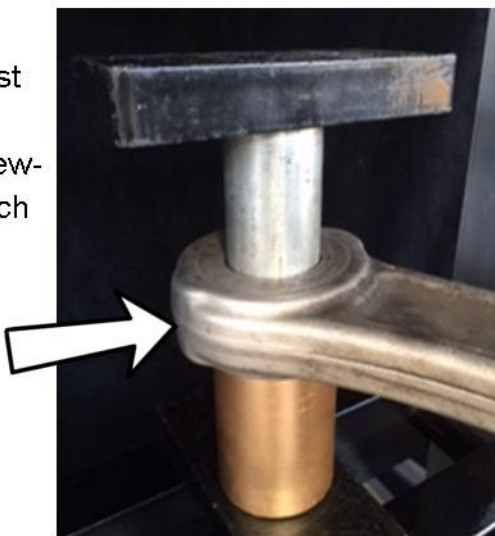
**Precisely Adjustable - Single Wrench**  
 (accurately under load - direct on alignment rack)

Also mnf. (extra Adj.) upper arm Camber/Caster inner bushes

**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

**C.** Use a bench press to push out both the control arm and the forward facing thrust arm OEM bushes - Large tube supplied BELOW to support arm and the smaller tube on TOP to push out.



**D. THRUST ARMS** - Same procedure to "press in K-Mac" bushes initially 5mm then "recheck" vertically 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 head the hole can be moved to 6 O'Clock position.

**F. THRUST ARMS** - As in step E (hole in 6 O'Clock position) Seat large "black insulators" either side of bush face. Raise arms so fit inside frame mounts and line up holes. Install tooth washers under bolt heads and 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. Insert bolts this time with 'D' shape flat to 'BOTTOM' so lines up with 'D' hole in bush.  
 Attach remaining tooth washers prior to lock tab washer and nut.  
 (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 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**