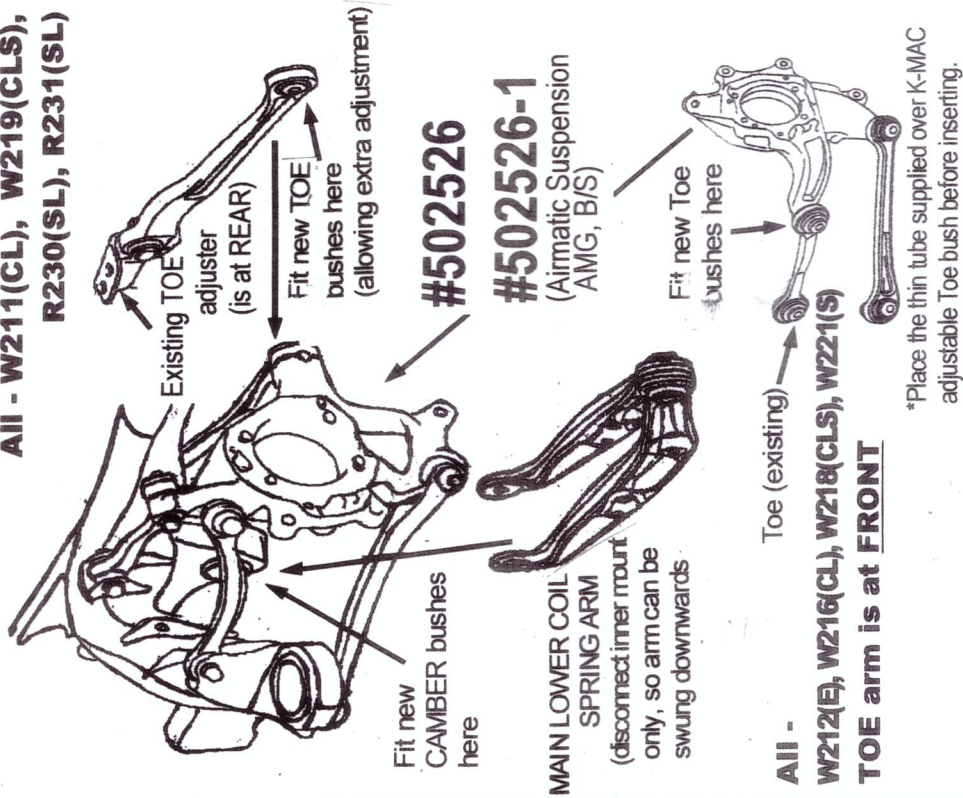


TOOLS REQUIRED
WRENCH
 2 x 18MM
 2 x 16MM
SOCKET
 1 x 18MM 'EXT'
 1 x 14MM 'E'
 1 x 14MM 'Multi Hex'
ALAN KEY
 1 x 12MM

PARTS ENCLOSED	
BUSHES	- 2
Steel	- 2
Steel lip	- 4
Elastomer	- 4
WASHERS	- 4
Cup	- 6
'D' hole	- 4
Tab lock	- 2
BOLTS	- 2
Long	- 2
Short	- 4
NUTS	- 4
GREASE	- 1
Silicone	- 1
EXTRACTOR	- 1
TOOL	- 1
WASHERS	- 1
Large	- 1
Small	- 1
Nut	- 1
EXTRACTOR	- 1
TUBES	- 1
Large	- 1
Small	- 1

All - W211(CL), W219(CLS), R230(SL), R231(SL)



All - W212(E), W216(CL), W218(CLS), W221(S)

TOE arm is at FRONT

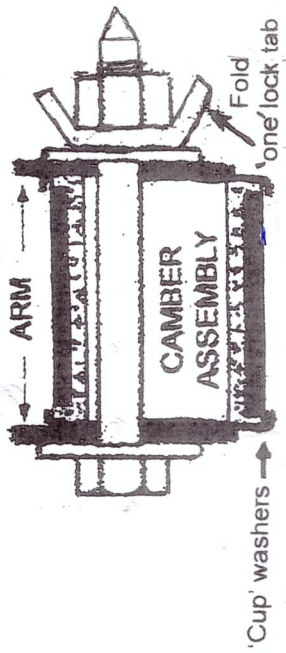
TAKE ALIGNMENT READINGS 1st.
 Refer Workshop manual and observe all SAFETY procedures (Installation should be carried out by a Qualified Engineer).

Ease of Installation

Coil springs (or airmatic rear suspension - so that there is no need to de-plate) fit the (2) lower control arm inner sub frame bushes (for Camber) with rear wheels on hoist or car ramps. This keeps actual radius arc of the lower arm inner hole and the matching bush hole still in alignment (or close to) when inner bolt is removed.

- A.** Securely position jack below arm (towards inner end) and raise only sufficient to take up / support load.
- B.** Remove inner bolt (initially half way and readjust jack if necessary so minimal load on bolt to allow complete removal.)

- C.** Slowly lower jack - sufficient only for end of arm to expose the subframe bush.
- D.** Use the supplied K-MAC threaded rod tool and large washer on either side to extract bush (can be tight - use impact wrench if available).
- E.** Clean hole and insert the new K-MAC elastomer bushes. Now lubricate the steel inner bushes (only) with silicone grease supplied and insert.



- F.** To aid reconnection of the control arm - Note the position of the steel bush 'D' holes. Preferably rotate to both are in 6 o'clock position. (Flat then is to bottom).
- G.** Place the new cup washers on each end of the elastomer bushes. Then jack to raise arm to line up holes (use "pointed end" screwdriver on opposite side of hole to accurately align while inserting the K-MAC 'D' shape bolts - flat to bottom).
NOTE: The new center hole washers - place under head of bolt first and then finally under tab lock washers/nut.
- H.** Remove rear wheels so the Toe arms can now be removed from vehicle as in diagram. Use bench vice and small tubes supplied to press out the 'outer' toe bush and press in the new K-MAC bush (can be pressed in any offset position).
- I.** Reconnect Toe arms - new K-MAC "outer" bush with nut loose, rotate so in center (6 o'clock position). Precisely adjust Toe as per below "WHEEL ALIGN".

WHEEL ALIGN (TIRES ON SLIDING TURNABLE)

SIMPLY ROTATE BOLT HEADS — UNIQUE K-MAC PATENTED SYSTEM

- 1. ADJUSTING CAMBER - IMPORTANT TO DISCONNECT TOE FIRST**
 Allowing accurate adjustment - under load (direct on alignment turntable).
 • Make sure the lock nuts are loose •
- 2. TOE ADJUSTMENT**
 Precisely adjust using the existing OEM inner bolts.
 Extra adjustment required - rotate K-MAC outer bush from its center position.

Once required CAMBER and TOE settings are obtained hold in this position and torque nuts to 81Nm (60ft/lbs).
 Recheck that "outer" (rear) Toe bushings also 81Nm (60ft/lbs) inner 60Nm (44ft/lbs)
 Then fold the one matching lock tab against side of each K-MAC nut.