

# C209 CLK AMG, 55/63 Black Series

(CLK 270 - 500 #502216K)

## FRONT CAMBER & CASTER ADJUSTABLE BUSHINGS

(Also replacing the '4' Front Highest wearing)

• WITH 2½ TIMES THE LOAD BEARING AREA •

Precisely Adjustable - Single Wrench

#503516K

Refer maintenance manual and observe all Safety procedures.

Fit without need for Arm or Wheel removal.

### A. CONTROL ARMS "CAMBER" - Inner Facing Arms

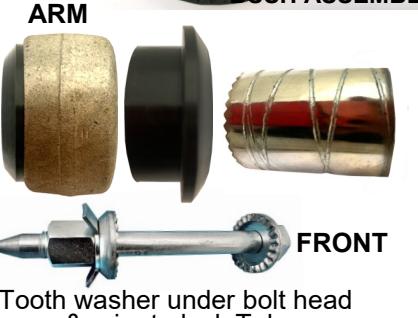
Securely position jack under a lower control arm (towards inner end). Then raise only sufficient to take up / support load.



B. Remove inner bolt - should be tap out procedure slight adjust of jack up or down so "minimal load" bolt will be in horizontal position as it taps through.

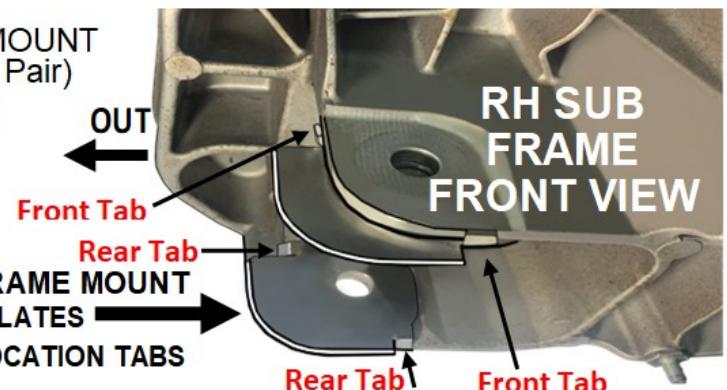


C. Lower control arm sufficient to expose Bush.



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

E. Then insert elastomer bushes and use lubricate supplied on the KMAC steel bushes (only) and also insert (As above with hole at 12 O'clock).



PIC SHOWS:

RIGHT HAND FRAME MOUNT (INNER) PLATES & LOCATION TABS

### THRUST ARM - CASTER bushes Forward facing Arms

g Repeat Steps A, B, C Then use large extraction tool below to remove OEM and replace with the adjustable K-MAC bushes.

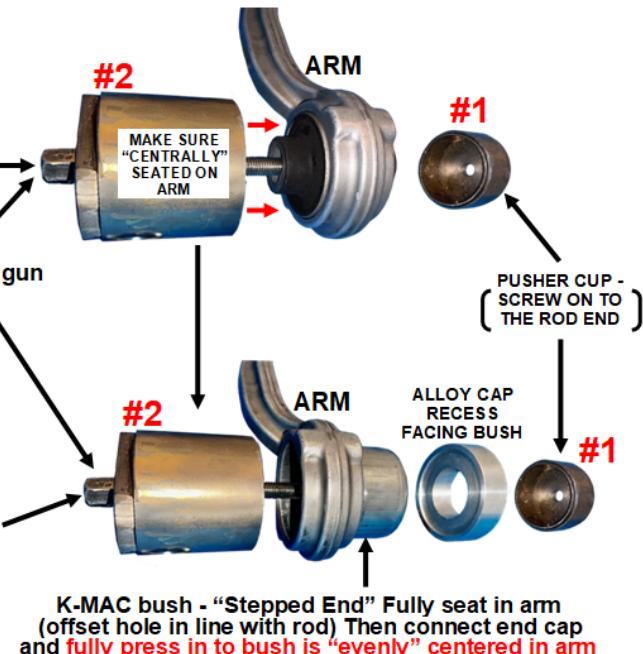
#### ASSEMBLY FOR REMOVAL OF OEM BUSHES

Fit Threaded Rod to "CENTER" hole

**REMOVAL**  
Recommend impact gun as initially tight (14mm socket)

#### ASSEMBLY FOR INSERTION OF K-MAC BUSHES

Fit Threaded Rod to "OFFSET" hole



K-MAC bush - "Stepped End" Fully seat in arm (offset hole in line with rod) Then connect end cap and fully press in to bush is "evenly" centered in arm

h PRIOR TO RECONNECTION OF ARMS: (to aid lining up / re-insertion of the "inner" frame mount bolts) - initially insert new KMAC 'D' bolt in thrust arm bush holes so on rotating bolt head the hole can be moved to

i • THRUST ARM - seat black insulators either side so "Inner dowel" enters hole in each face of KMAC bushes. Then raise arms and install K-MAC bolts (tooth washer under bolt head and insert with 'D' flat "down" so lines up with 'D' hole in bushes). Once connected fit tooth washer to thread end, tab lock washer and nut.

### WHEEL ALIGN ("WITH TIRES ON SLIDE PLATES")

**SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM**

(allowing accurate adjustment "under load" direct on Alignment slide plates) 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 **150Nm (110 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 Noticeable Camber Change)

## OTHER POPULAR SUSPENSION UPGRADES

### ALSO MANUFACTURED FOR THE C209

#### NOTE: THIS FRONT LOWER ARM KITS KIT

REDUCES 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 35mm extra track width

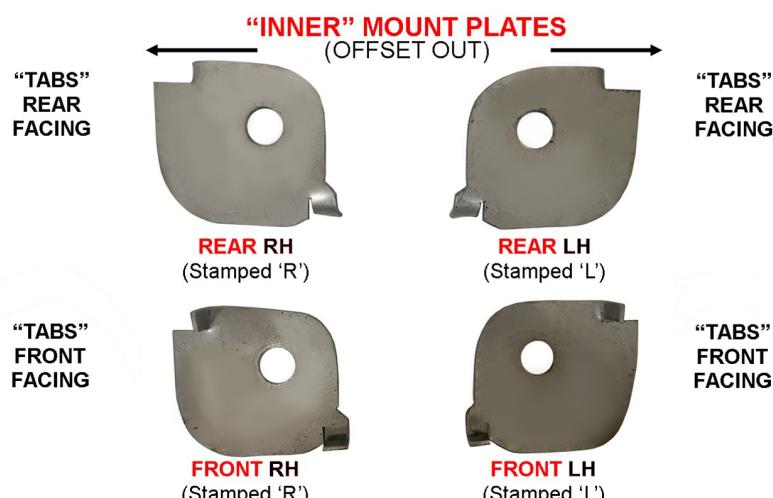
**REAR** - Camber also for the 1st time (and 'extra' Toe to compensate) lower arm bush adjusters - precisely adjustable unique KMAC patented design (single wrench, accurately - under load). Moving bottom of tire inwards (or out for extra track width) Unlike upper Camber arms that are difficult to access / adjust and need to reduce important clearance - "top of tire to outer fender" when wanting to prevent premature inner edge tire wear. **AMG #502026H**  
**Black #501526J**

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

**STAGE 2 (STREET/RACE)** **#502616-2L**

**STAGE 3 (FULL RACE)** **#502616-3L**

**REAR** - Uprated 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. **#501528-1K**



### CAMBER AND CASTER FOR THE 1ST TIME

**C209 CLK AMG, 55/63 Black Series #503516K**

**(CLK 270 - 500 #502216K)**

(and accurate-underload direct on alignment rack)

**ONLY 'TOE' DIRECTIONAL ADJUSTMENT OEM**  
(New Car Industry Best Kept Secret)

- ✓ **FRONT CAMBER** Positive or Negative
  - Resolve costly, premature edge tire wear
  - Extra adjustment (Track days) see Rear page
- ✓ **ADJUSTMENT** Precise "Single Wrench" on car (unique Pat. design) no disassembly each time!
- ✓ **BUSHINGS** 2½ times the load bearing area
  - Same time replacing the highest wearing
  - Noiseless, Long term, Maintenance free
- ✓ **CASTER** Monoball / 2 Axis resolving the need for OEM oil & air voids. Significant improvement to brake & steering response.
- ✓ **INCLUDES** - Bush Extraction / Insertion tubes  
Camber bushings can be replaced on car

**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 !