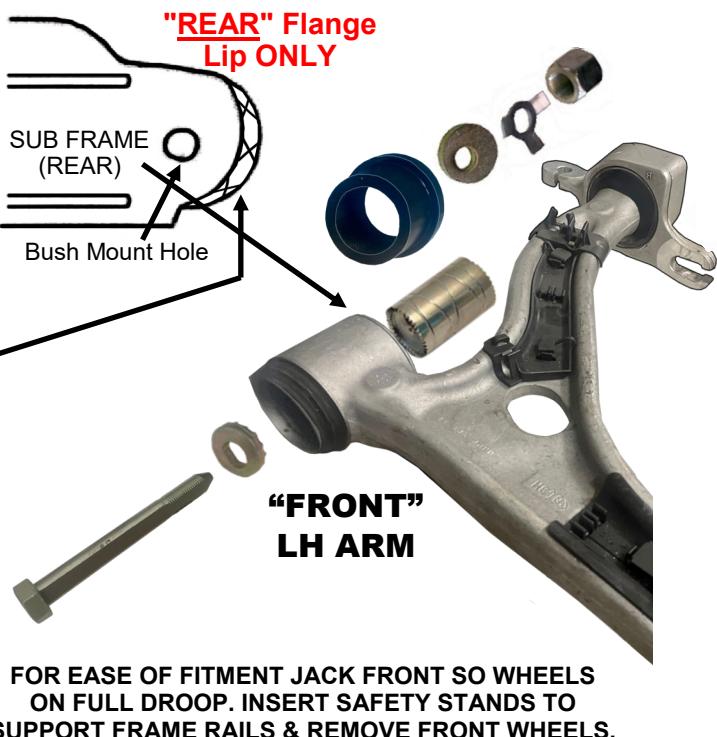


FRONT CAMBER (ONLY) #504016-3

(CAMBER & CASTER #504016)



Can Install Without Arm Removal



Installation should be carried out by a qualified person

A Unbolt and remove engine tray, then the 2 front "U" brackets that retain the anti-sway bar (so bar can be lowered to gain access to the bolt on each lower control arm FRONT BUSH).

B Jack and support each control arm so that this front bolt can be removed. (Then remove the 2 bolts attaching the REAR BRACKET. Now lower arm sufficient to expose the front bush.

C Use the extraction tool supplied to remove FRONT BUSH (tool needs to be positioned at FRONT of bush - Lip flange side). CAN BE TIGHT INITIALLY - use impact gun if available. Clean hole, insert elastomer bushes. Use the silicone grease supplied only on the steel bush centers and push in.

D To aid reconnection of arms insert a "D" bolt into the FRONT "D" hole bush and rotate to 12 o'clock position. Then raise arm and insert bolt into frame hole - (tooth washer under bolt head and bolt "flat" UP - so lines up with 12 o'clock position of bush). Push bolt fully through with remaining washer outside of frame, tab lock washer and nut.

E Reconnect REAR MOUNT.

WHEEL ALIGN (TIRES ON SLIDE PLATES)

FRONT MOUNTS - Unique KMAC patented system, Precise adjustment

- Simply rotate bolt head ! (Ensure lock nuts are loose)

Rotate bush "downwards" to maintain clearance to cross member mount

IF ADJUSTING TO REDUCE NEGATIVE CAMBER check bush arm has "clearance to sub frame" rear lip (see above diagram).

Once required settings (front - hold head of bolt in position) and fully torque nuts (and rear bolts) to 184Nm (135ft/lb).

ESSENTIAL / RECHECK BOLTS FULLY TIGHT - LOOSE BOLTS CREATE NOISE.

Front nuts to secure - fold 'one' of the 3 tabs that lines up with face of nut

Finally adjust OEM Toe settings