

FRONT CAMBER (ONLY) #504016-3 (CAMBER & CASTER #504016)

NO CAMBER OR CASTER OEM.
KMAC KIT is designed for MAX. Precise adjustment (Positive or Negative)

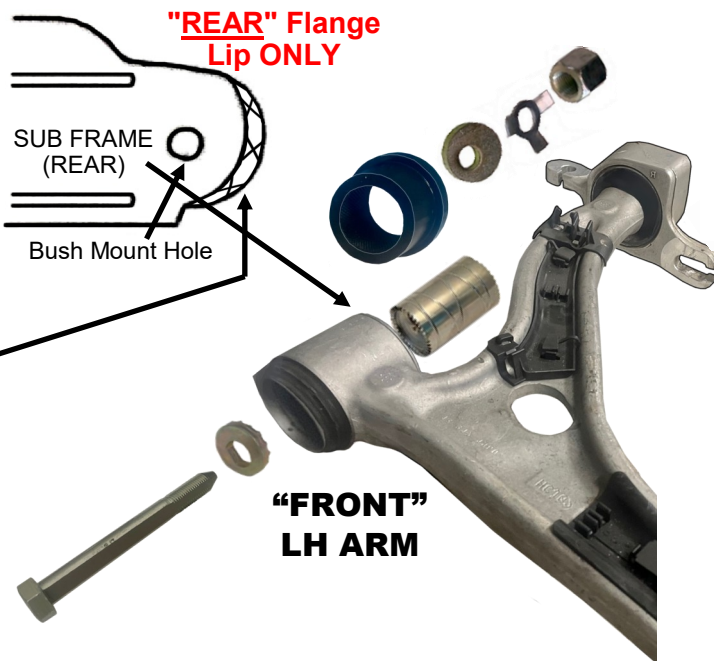
NOTE:
Minimum Camber (Resolve premature inner edge tire wear)

...MAX. Travel is achieved by grinding back flange lip (rear only) of SUBFRAME.

12mm (1/2") is sufficient for 50mm (2") lowering
RH bush offset to be at 9 O' Clock.
LH at 3 O' Clock.

CHECK / observe clearance maintained between arm on full suspension travel

Can Install Without Arm Removal



FOR EASE OF FITMENT JACK FRONT SO WHEELS ON FULL DROOP. INSERT SAFETY STANDS TO SUPPORT FRAME RAILS & REMOVE FRONT WHEELS.

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 BOLS 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