

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 Mercedes 'AMG', BMW 'M', Porsche '991'

REAR Camber & TOE Bush Adjuster Kit

VITO W639, 447, 448
(‘10-‘20)
#505226K

W639, 639
(‘94-‘09)
#505126K

(Kits to suit Front & Rear all Mercedes 1968 - 2020 incl. Coupes, Sedans, Wagons, SUV, AMG, Black Series, Commercials)
(plus resolving costly, premature bush failure)

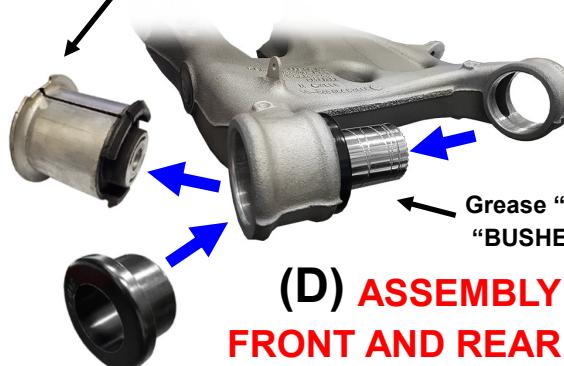
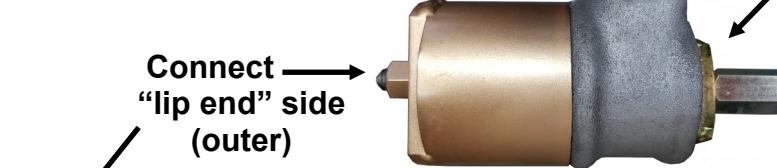
UNIQUE KMAC PATENTED DESIGN
Precisely Adjustable - Single Wrench /
under load, direct on alignment rack !

FITTING

Also refer manufacturer's workshop manual and observe all Safety procedures.

- A.** Jack and use Safety stands to support rear of chassis allowing wheels to be on full droop. Then remove wheels.
- B.** Place jack securely under a lower control arm close to inner mounts. Remove the inner bolts (2 per arm). Then lower jack/arm to expose bushes.
- C.** Use the bush extraction tool supplied to remove. (as in pic 'C') Make sure "extractor tool" is on "lip" end side (outer).
- D.** Clean holes and insert the elastomer bushes. Use the silicone grease supplied to grease the inner (only) hole in bushes. Then insert the case hardened steel bushes (as in pic 'D')

(C) BUSH REMOVAL - Use extraction tool supplied



(D) ASSEMBLY OF NEW FRONT AND REAR BUSHINGS

- E.** To aid reconnection of the new bolts check and adjust the 'D' hole in each bush (insert a new KMAC 'D' bolt and rotate head). SO IS IN 12 O'CLOCK POSITION.
- F.** Raise arm back up till holes line up so the new KMAC 'D' shape bolt can be inserted (Tooth washer under bolt head first)
- Flat facing upwards to match 12 O'CLOCK POSITION OF THE BUSH 'D' HOLE.

NOTE: INNER BUSHES - New KMAC cam washers under bolt head 1st.

- G.** Then a tooth washer thread end then lock tab washer and nut.

WHEEL ALIGNMENT

SIMPLY ROTATE BOLT HEADS - UNIQUE KMAC PATENTED SYSTEM
(allowing accurate adjustment "under load" direct on alignment rack)

Make sure nuts are loose and rotate the bolt heads of both bush mounts for Camber and Toe. Once required setting, hold head of bolts in this position and fully 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 face

ESSENTIAL RECHECK MAKE SURE NUTS ARE FULLY TIGHT
(Loose Nuts Cause Noise)

**OTHER POPULAR SUSPENSION
UPGRADES ALSO MANUFACTURED**

FRONT - VITO W639, 447, 448 ('04-'20)
Heavy duty (non slip) Camber bolts.
#505016 C

FRONT - VITO W639, 447, 448 ('10-'20)
Replacement top strut mounts
Camber & Caster adjustable
#506016 L



'4' Rear Lower Arm / Highest Wearing Bushes

VITO W639, 447, 448 ('10-'20) #505226K.
W639 ('94-'09) #505126K

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REAR CAMBER (and TOE)
and accurate-underload direct on alignment rack

- ✓ **CAMBER** - Positive or Negative
(resolve costly, premature edge tire wear)
- ✓ **ADJUSTMENT** - Precise "Single Wrench" on car (KMAC unique Pat. design) - no disassembly each time!
- ✓ **BUSHINGS** - Twice the load bearing area
(and at same time replacing the highest wearing)
- ✓ **INCLUDES** - Bush extraction tool (fit on vehicle)
- ✓ **NO MODIFICATIONS** - To install

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.

Including unique KMAC "non-slip" lock system!

Actual Inventors/Patentee's - The '3' Basic Suspension Systems

We do appreciate any ideas to further improve our market leadership!