

**NOW CAN  
ADJUST TIRE  
'CONTACT'  
ANGLES**

# FINALLY FRONT & REAR ONGOING

IMPROVE TRACTION & EDGE TIRE WEAR

## Camber, Caster (and extraToe) Kits

AUDI TO VOLVO - Including Mercedes 'AMG', BMW 'M', Porsche '991'

UNIQUE PATENTED DESIGN

Suit TESLA all 'S' and 'X' Series

REAR **Camber 'Precisely adjustable' Single Wrench**

(under load, direct on alignment rack)

• 2014-2019 #741126 (43.5 diam)

• 2012-2014 #741026 (41.5 diam)

**NOTE:** K-MAC Adjusters replace the upper "inner" bushings  
Not outer "spherical" bushes (thereby retaining 2 axis travel)

## FITTING

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

**A.** Jack and use Safety stands to raise rear of vehicle so wheels hang free. Remove wheels then disconnect upper/inner control arm mount bolts so arms can be swung to expose inner bushes.

**B.** Use the bush extraction tool supplied to remove these inner bushes (as shown in opposite picture 'B')

**C.** Clean holes and insert the elastomer bushes. Use the silicone grease supplied to lubricate (only) the steel inner bushes and insert.

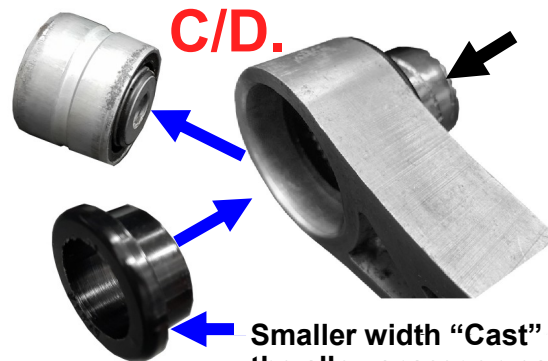
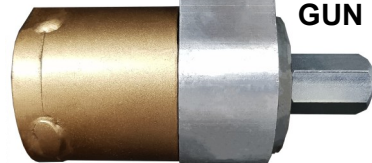
**D.** For ease of new K-MAC bolt insertion - insert a 'D' bolt into bush 'D' hole and rotate head so bush hole in 12 O'Clock position.

**E.** Re-install arms into inner mounts complete with **THE NEW STEPPED MOUNT PLATES** either side of bush (as shown in pic 'E')

## B. (Bush Removal)

Extractor Tool Supplied  
to Remove  
OEM Bushes

RATCHET  
OR IMPACT  
GUN HERE

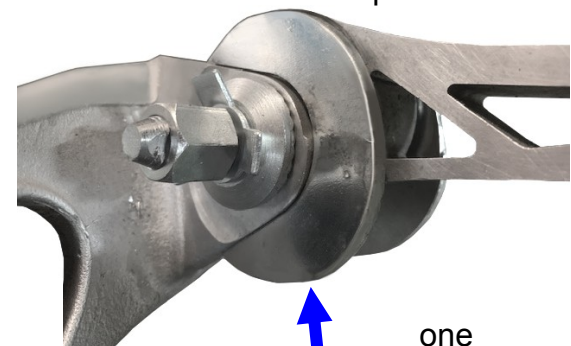


C/D.

Smaller width "Cast" arms fit  
the alloy spacer on each bush

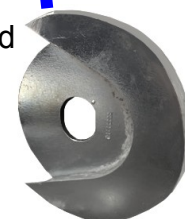
## F/G. Ease Of Bolt Entry:

- From Rear
- Bush hole 12 O'Clock
- Bolt flat on top



"Inner"  
stepped  
mount  
plates

one  
either side



E.

**F.** Install the K-MAC interlocking bolts (place the large tooth washer under each bolt head first) head of bolt/enter from "rear" and with "flat" on bolt upwards so matches 12 O'Clock position of bush 'D' hole flat.

**G.** Insert remaining tooth washer on threaded end then lock tab washer and nut.

## WHEEL ALIGNMENT

**SIMPLY ROTATE BOLT HEADS - UNIQUE K-MAC 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. Once required setting is obtained, hold head of bolts in this position and fully tighten the nuts to 81Nm (60 ft/lbs).

Then fold 'one' of the 3 lock tabs that lines up with the side of a nut

**ESSENTIAL - RECHECK / MAKE SURE NUTS ARE FULLY TIGHT**



2014 to 2019 **#741126** (43.5 diam. bushes) UPPER/INNER  
2012 to 2014 **#741026** (41.5 diam. bushes) ARM BUSHES

## Suit TESLA all 'S' and 'X' Series

**REAR CAMBER FOR THE 1st TIME !**  
**(and accurate-underload direct on alignment rack)**

OEM - Only Toe 'in' or 'out' (directional) adjustment !  
NO CAMBER TO BE ABLE TO CHANGE TIRE CONTACT ANGLES

- ✓ **CAMBER** - Positive or Negative.  
Reduce costly premature edge  
tire wear, improve traction
- ✓ **BUSHINGS** - Twice the load bearing area
- ✓ **INCLUDES** - Extraction tool / Fit on car!
- ✓ **ADJUSTMENT** - Precise "Single Wrench"
- ✓ **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 K-MAC "non-slip" lock system!**
- Actual Inventors/Patentee's - The '3' Basic Suspension Systems*

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