

**ALL ALLOY**  
**VERY HIGHEST 7075 GRADE**

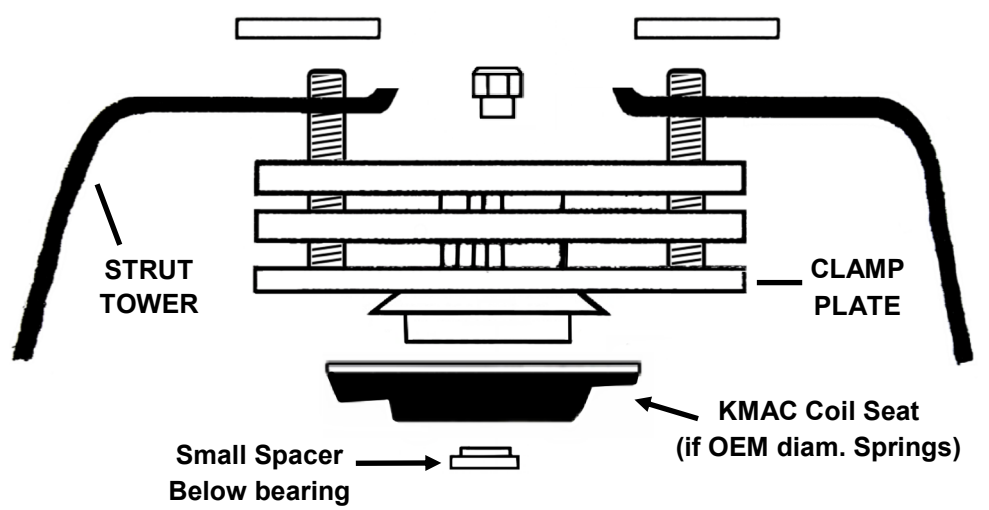


**GENUINE KMAC... ALSO INCLUDES SEPARATE RADIAL THRUST BEARINGS FOR STEERING LOADS! PREVENT SPRING DRAG / BINDING**

# FULL RACE CAMBER & CASTER

*Biggest Adjustment Range*

- ✓ Extra H/Duty self align spherical bearings (PTFE lined)
- ✓ Massive (3½) fully sealed thrust bearings
- ✓ Fit with or Without Adjustable Coil overs (60-70mm I.D)
- ✓ Centers are Replaceable for virtual lifetime usage



KMAC BUMP STOP  
 If lowering can cut top section of bump stop to increase shock



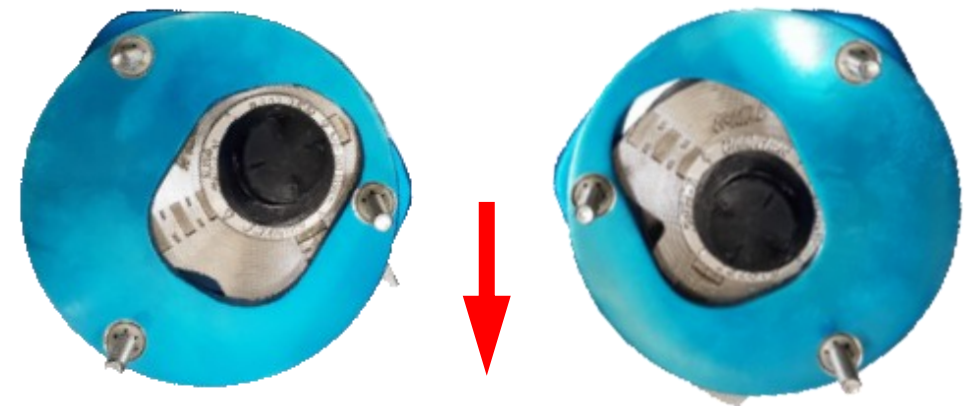
Use smaller elastomer Seats 60<sup>mm</sup> O.D (or 65<sup>mm</sup> O.D if up to 70<sup>mm</sup> Coil overs) fitted.

**Simply replaces original strut 'upper' mounts**

**Refer manufacturers workshop manual re: removal and installation. Observe all Safety procedures.**

- **Kits (Centers) are 'Left' and "right" hand offsets.**
- **THEREFORE BEFORE INSTALLING / ADJUSTING - Select Center hole position that will achieve best results.**

**IF OUTER TIRE WEAR OR RACE/COMPETITION CENTER HOLE OFFSET INWARDS. And to REAR for Pos. Caster.**



**FRONT**

This side "OFFSET" Showing Extra Neg. Camber (and/or Caster)

This side showing "CENTER" position

**IF OUTER TIRE WEAR OR RACE/COMPETITION CENTER HOLE OFFSET INWARDS. And to REAR for Pos. Caster.**

**IF INNER TIRE WEAR SWAP SIDES — CENTER HOLE OFFSET OUTWARDS. And to REAR for Pos. Caster.**

## ALIGNING

*KMAC Patented design allows adjustment to be carried out accurately (under load). No need to jack vehicle.*

- A.** From engine bay, loosen the '3' top nuts for strut tower upper mount.
- B.** Use large screwdriver to lever / ratchet KMAC adjuster mount crossways for CAMBER, then lengthways for required CASTER.
- C.** Once optimum settings, tighten the 'TOP' KMAC NUTS to **27Nm (22ft/lbs).**

\* Full adjustment - Check clearance top spring seat to Inside of Strut tower on steering rotation

© KMAC Align 2022 #192116-3



**FRONT #192116-3 Stage 3 (FULL RACE)**

**BMW E21**

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

**STAGE 3** Solid - No elastomer / flex for  
Tauter, quicker response times

- ✓ **KMAC not steel** - or soft billet alloy but ultimate highest aircraft 7075 grade aluminium. No mods to install
- ✓ **Biggest Adjustment** - Up to race winning 2<sup>0</sup>'s Neg.
- ✓ **Quickest Adjustment** - Change Camber & Caster settings - Street/Race from engine bay and with strut brace fitted
- ✓ **Spherical Bearings** - H/Duty self align plus H/Duty fully sealed radial thrust bearings for steering loads - and prevent spring drag/binding (replaceable)
- ✓ **FRONT** - Also lower thrust arm front uprated bushings for improved brake and steering response

*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 !*