

**ALL
ALLOY**
VERY
HIGHEST
7075 GRADE



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

STREET / RACE CAMBER & CASTER *Biggest Adjustment Range*

Centers extra H/Duty Self Align Spherical Bearings (PTFE Lined) with elastomer to extend wear life (Replaceable)

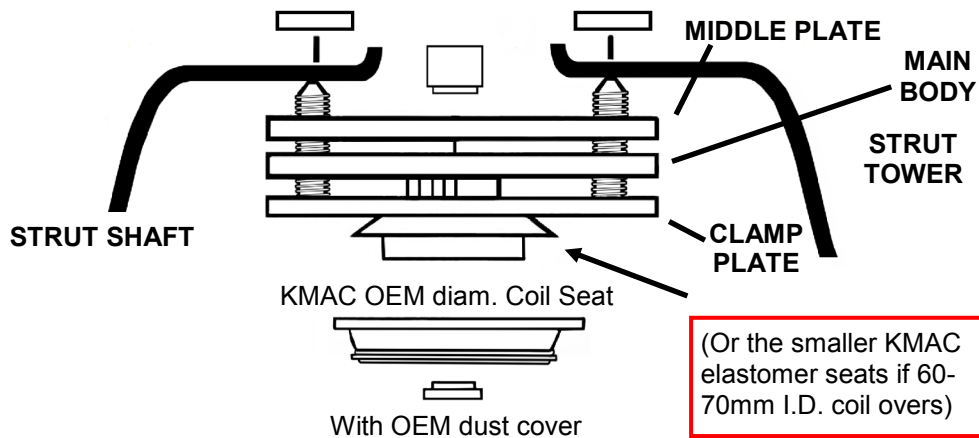
- ✓ Fit (and can) adjust with strut brace
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)
- ✓ Steering loads - Separate massive (85" diam.) fully sealed bearings
- ✓ Centers are Replaceable for virtual lifetime usage

RACE DAYS...

Record separate settings (and Toe) for extra Neg. Camber.

Significantly lowering of lap times through...

Reduced understeer, Improved cornering, traction & braking response.



Simply replaces original strut 'upper' mounts

All items above Coil spring except for OEM dust cover

Refer manufacturers workshop manual re removal and installation
Observe all safety procedures

KMAC BUMP STOP
If lowering can cut top section of bump stop off to increase shock travel/absorption



INITIALLY SIT KMAC ADJUSTERS ON TOP OF STRUT TOWERS...

3 STRUT TOP HOLES ARE EVEN SPACING
Kit (Centers) are 'Left' and 'Right' hand offsets
THEREFORE BEFORE INSTALLING / ADJUSTING
(Select Center hole position that will achieve best results!)

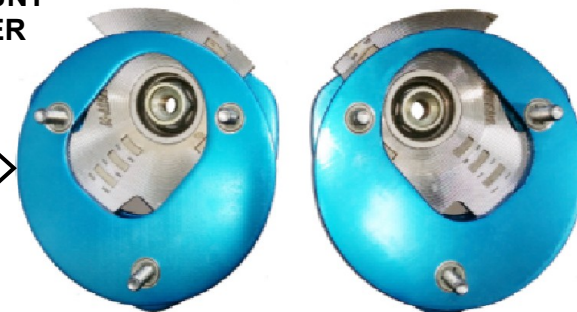
More travel - check clearance to strut towers - cut / trim main body extremities.

E31 '8', 840, 850 ('90-'00)

E36 '3' 320, 325 ('91-'6/92)

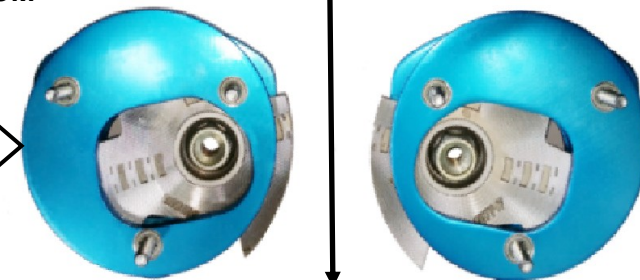
A. IF OUTER TIRE WEAR MOUNT POSITION NEGATIVE CAMBER

OR POSITIVE CAMBER
"SWAP LH FOR RH"



B. RACE/COMPETITION MOUNT POSITION FOR 'MAXIMUM' NEGATIVE (-) CAMBER

AS ABOVE
BUT SWAP SIDES AND ROTATE



FRONT

ALIGNING - NO NEED TO JACK TO ADJUST

- From Engine bay, loosen the '3' top mount nuts on strut tower.
- Use large screwdriver to lever / ratchet KMAC adjuster mount crossways for Camber (rear to increase positive caster).
- Once optimum setting obtained, tighten to **27Nm (20ft.lbs)**

#192416-2L

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FRONT Stage 2 - (STREET/RACE) #192416-2L

BMW E36, 23, E39, E46, E60-64, E81-93, Z4

FRONT CAMBER (and CASTER) FOR THE 1st TIME

(and accurate-underload direct on alignment rack)

- ✓ **KMAC not steel** - or soft billet alloy but ultimate highest aircraft 7075 grade aluminum and no mods to fit
- ✓ **Biggest Adjustment** - Up to race winning 2.5⁰'s Neg.
Incls. "top coil seats" in OEM diam. & Coil overs (60-70 I.D.)
- ✓ **Quickest Adjustment** - Change Camber & Caster settings - Street/Race from engine bay and with strut brace fitted
- ✓ **Centers "extra" H/Duty** - Self Align Spherical Bearings (PTFE Lined) with elastomer for extended wear life (Replaceable)
- ✓ **Steering Loads** - Separate H/Duty radial thrust bearings and preventing spring drag / binding
- **FRONT** - Also lower arm mono ball / 2 axis design — also available in "offset" for extra Positive Caster.
- **REAR** - Precisely adjustable Camber bushes doubling adjustment range or competition rated turnbuckle Camber arms plus reinforced Toe bushes for tauter cornering 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 !