

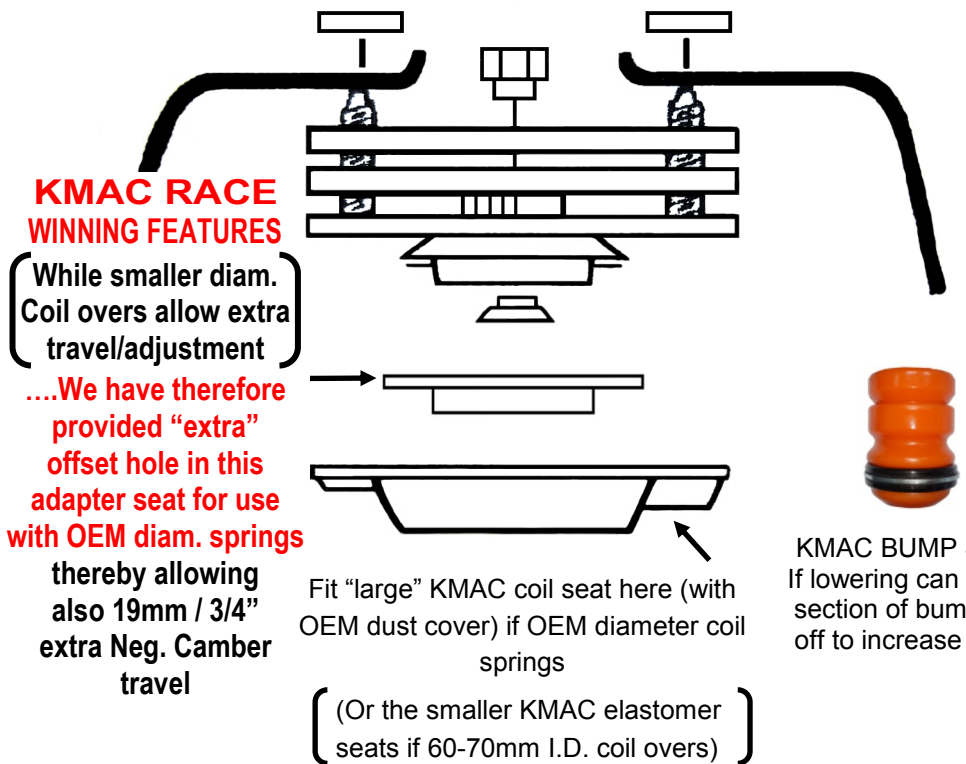
ALL ALLOY VERY HIGHEST **Stage 3** **GENUINE KMAC... ALSO INCLUDES SEPARATE RADIAL THRUST BEARINGS FOR STEERING LOADS! PREVENT SPRING DRAG / BINDING**

FULL RACE CAMBER & CASTER

Biggest Adjustment Range

(NO FLEX -Tauter / Quicker response times, more effective shock control)

- ✓ H/Duty self align spherical bearings (PTFE lined) (Incl. separate radial thrust bearings for steering loads)
- ✓ Fit and can adjust with strut brace
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)
- ✓ Centers are Replaceable for virtual lifetime usage



KMAC RACE WINNING FEATURES
 While smaller diam. Coil overs allow extra travel/adjustment
 ...We have therefore provided "extra" offset hole in this adapter seat for use with OEM diam. springs thereby allowing also 19mm / 3/4" extra Neg. Camber travel

Fit "large" KMAC coil seat here (with OEM dust cover) if OEM diameter coil springs
 (Or the smaller KMAC elastomer seats if 60-70mm I.D. coil overs)

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

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.

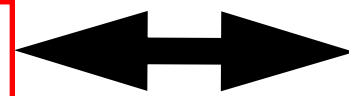
(IF OUTER TIRE WEAR) OR RACE/COMPETITION CENTER HOLE OFFSET INWARDS. And to REAR for Pos. Caster.



FRONT

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

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



This side showing "CENTER" position

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 2021 #195116-3L



FRONT #195116-3L Stage 3 (FULL RACE)

BMW MINI MKI-R50,R52,R53 (3/02-10/06)

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

- ✓ **Biggest Adjustment** - Up to race winning 3⁰'s Neg.
Incl. top coil seats in OEM diam. & Coil overs (60-70mm I.D.)
- ✓ **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 radial
thrust bearings for steering loads - and prevent spring
drag/binding (replaceable)
- ✓ **KMAC not steel** - or soft billet alloy but ultimate highest
aircraft 7075 grade aluminum
- ✓ **NO MODIFICATIONS** - To install

- **FRONT** - Lower inner/rear Mono ball/self align performance bushings (also available "offset" for extra Pos. Caster - anti-dive, high speed control).
- **REAR** - Adjustable competition rated (chrome moly steel not alloy) turnbuckle CAMBER arms

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 !