

ALL ALLOY
VERY HIGHEST 7075 GRADE



GENUINE KMAC... ALSO INCLUDES SEPARATE RADIAL THRUST BEARINGS FOR STEERING LOADS!

FULL RACE CAMBER & CASTER

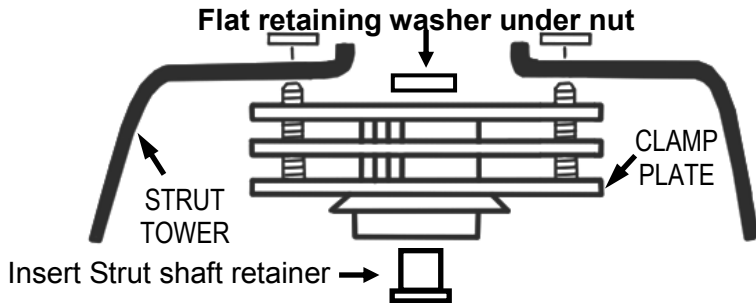
#195216-3L

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

TRACK DAYS - Further reduce Negative Camber / Understeer

Front lower arm inner "Camber" adjustable bushings #193616-8H
 Front thrust arm Caster adjustable bushings #193616-8H
 (Mono ball / 2 axis design improving Brake & Steering response)

- ✓ Extra H/Duty Self Align Spherical Bearings (PTFE lined)
- ✓ Separate (massive 85") diameter fully sealed thrust bearings for steering loads - prevent spring drag / binding.
- ✓ Fit (and adjust) with strut brace fitted
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)
- ✓ Centers are Replaceable for virtual lifetime usage



OEM rubber dust cover onto KMAC coil seat.

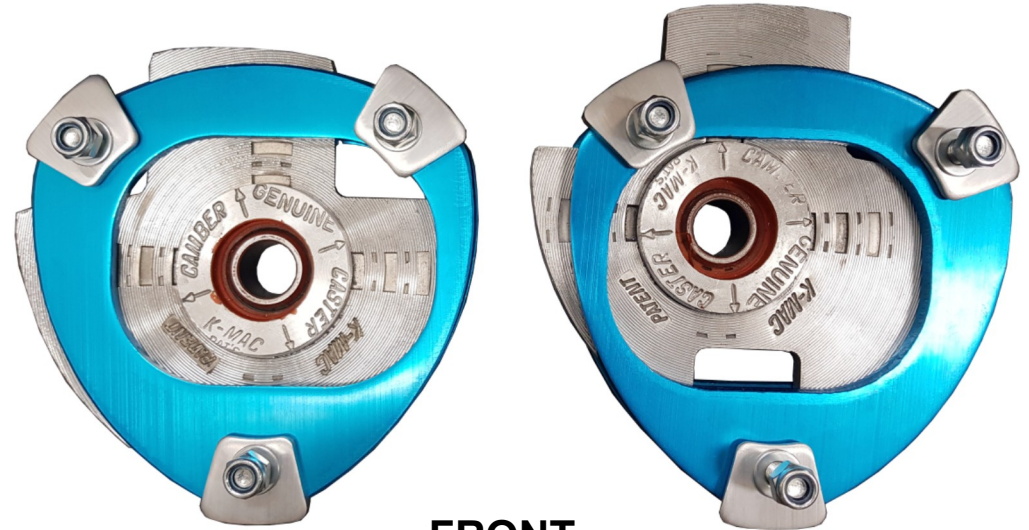
If smaller 60-70mm I.D. Coil overs fitted use the 60mm O.D. or 65mm O.D. elastomer KMAC seats supplied.

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

WORLDS LARGEST RANGE AUDI TO VOLVO (BMW all 1966 - 2022)
 Longest established, most experienced manufacturer Front and Rear
CAMBER, CASTER, TOE ADJUSTER KITS

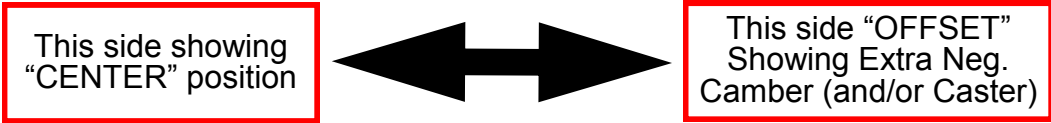
Kits (Centers) are 'Left' and 'right' hand offsets.

(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.



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 #195216-3L



FRONT #195216-3L STAGE 3 (FULL RACE)

BMW MINI MKII R55,56,57,58,59,60,61 (11/05-14)

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

- ✓ **Biggest Adjustment** - Up to race winning 2.5°'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 fully sealed
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

- **FRONT** - Also 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 !