

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



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

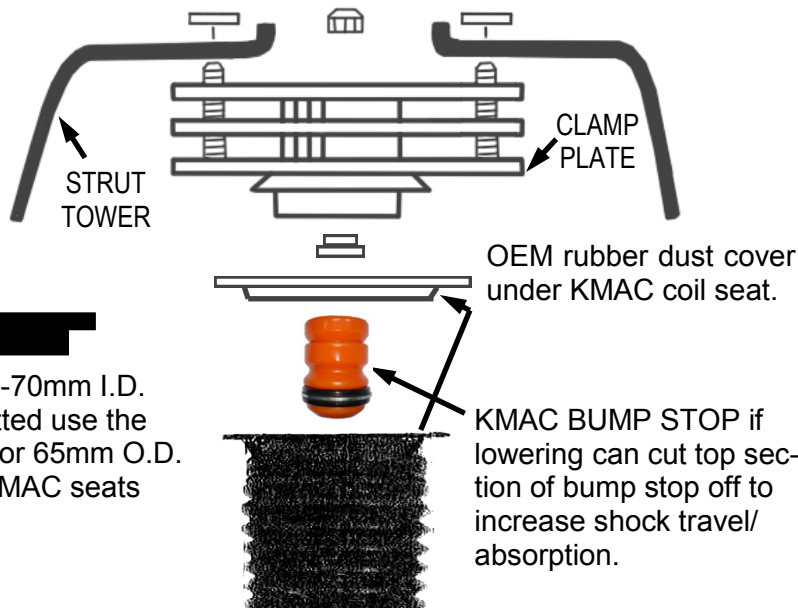
# FULL RACE CAMBER & CASTER

**#195416-3N**

**STAGE 3 - Similar to OEM Centers - but Elastomer (not rubber) for performance and extended wear life**

**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)

- ✓ Separate thrust bearing extra H/Duty (85" diam) fully sealed
- ✓ Fit (and adjust) with strut brace fitted
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)
- ✓ Fit With or Without Adaptive Suspension
- ✓ Centers are Replaceable for virtual lifetime usage

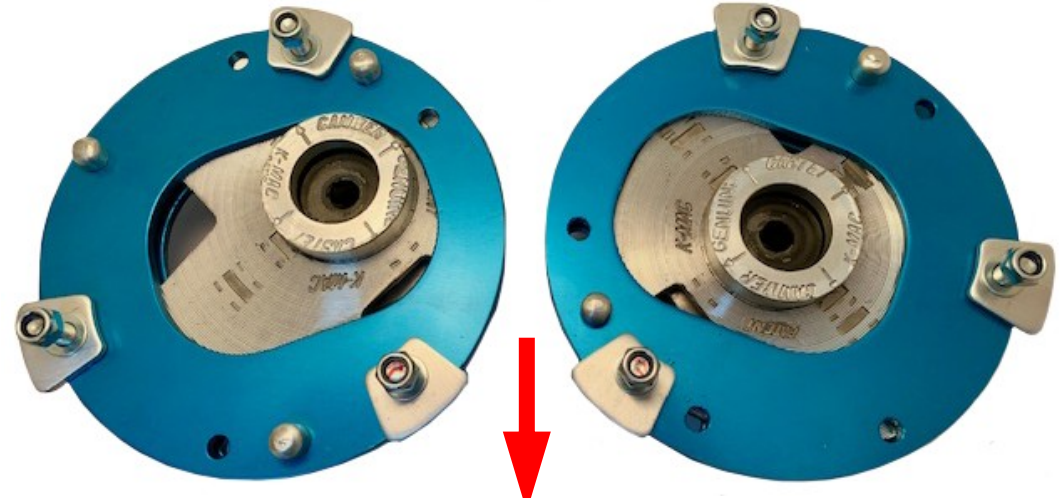


**WORLDS LARGEST RANGE AUDI TO VOLVO (BMW all 1966 - 2021)**  
 Longest established, most experienced manufacturer Front and Rear  
**CAMBER, CASTER, TOE ADJUSTER KITS**

# BMW MINI MKIII F55, F56 ('14-'23)

**PATENTED (Quickest / Biggest Adjustment) SYSTEM**  
 (Kits manufactured for every BMW 1966 to 2023 incl. All 'M' Series)

Also manufacture Front lower arm Monoball / 2 axis bushings (incl extra Pos. Caster). Rear turnbuckle adjustable Camber arms



**FRONT**

Showing correct assembly (Right & Left Hand)

This side showing "CENTER" position

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

**FITTING**

**SIMPLY REPLACES ORIGINAL STRUT 'UPPER' MOUNTS**

Refer manufacturer's workshop manual re removal and installation. Observe all safety procedures.

**ALIGNING NO NEED TO JACK TO ADJUST**

- A** From engine bay, loosen the '3' top nuts on strut tower.
- B** Use large screwdriver in slots provided to lever / ratchet KMAC adjuster mount crossways for Camber, then lengthways for required Caster.
- C** Once optimum setting obtained, tighten to 27Nm (20ft/lbs).

#195416-3N © KMAC Align 2023



**FRONT #195416-3N STAGE 3 (FULL RACE)**

**BMW MINI MKIII F55, F56 ('14-'23)**

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

- ✓ **Biggest Adjustment** - Up to race winning 2.5<sup>0</sup>'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 !*