

ALL
ALLOY

VERY
HIGHEST
7075 GRADE

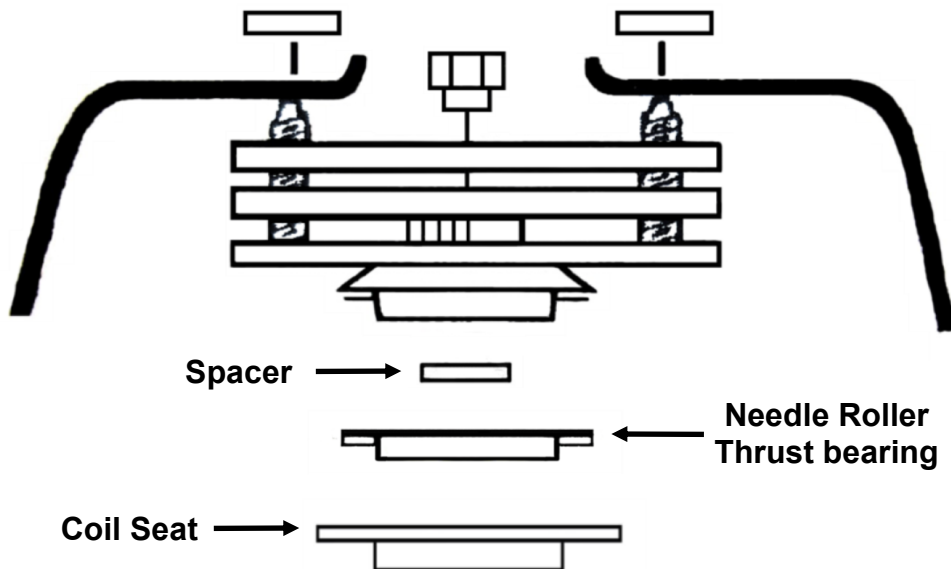


GENUINE KMAC... ALSO INCLUDES
SEPARATE RADIAL THRUST
BEARINGS FOR STEERING LOADS!
PREVENT SPRING DRAG / BINDING

STREET / RACE CAMBER & CASTER Biggest Adjustment Range

STAGE 2 - Extra H/Duty Spherical Bearings (PTFE lined)

- ✓ Fit (and can) adjust with strut brace
- ✓ Centers are Replaceable for virtual lifetime usage

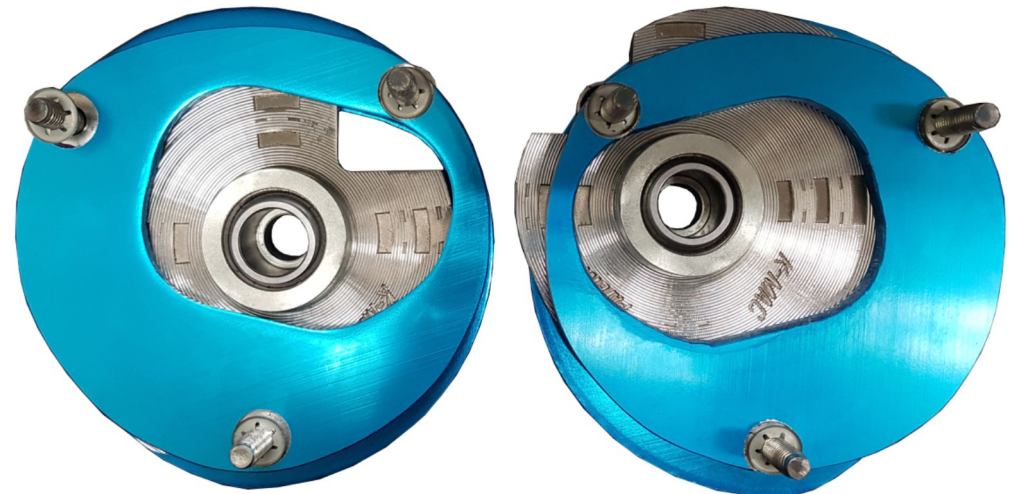


Simply replaces original strut 'upper' mounts

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 showing
"CENTER" position



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

ALIGNING

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

- From Engine bay, loosen the '3' the TOP KMAC 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 KMAC NUTS - **HAND WRENCH TORQUE TO 27Nm (20ft.lbs) NOT IMPACT GUN!**

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



FRONT #501716-2L Stage 2 (STREET / RACE)

MERCEDES W124, W129

FRONT CAMBER (and CASTER) FOR THE 1st TIME

- ✓ **Biggest Adjustment** - Up to race winning 2°'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 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** - Also lower inner performance bushings (precisely Camber & Caster adjustable - doubling existing adjustment range
 - **REAR** - Adjustable Camber (& extra Toe) bushings for the rear - allowing adjustment for the 1st time.

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 !