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HIGHER

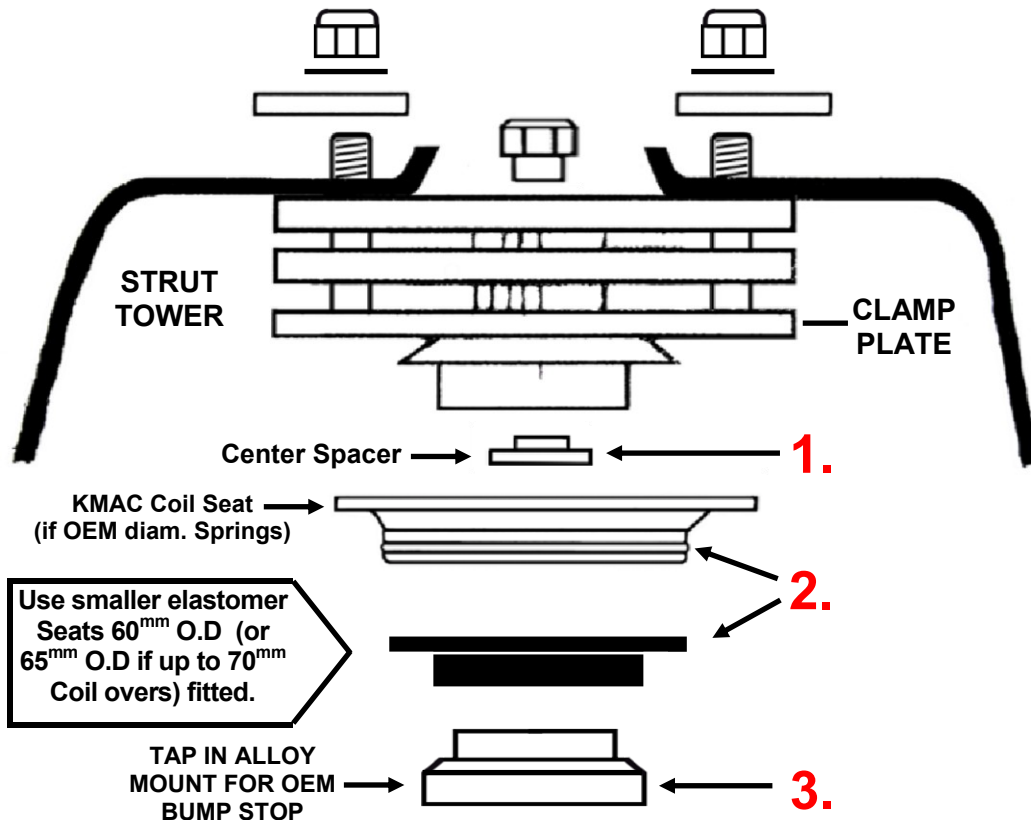


GENUINE KMAC... ALSO INCLUDES
SEPARATE RADIAL THRUST
BEARINGS FOR STEERING LOADS!
PREVENT SPRING DRAG /

STREET / RACE CAMBER & CASTER

Biggest Adjustment Range
WITH ELASTOMER MOUNTS TO EXTEND LIFE

- ✓ 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 can adjust with strut brace
- ✓ Fit With or Without Adj. Coil Overs (All 60-70mm I.D.)
- ✓ Centers are Replaceable for virtual lifetime usage



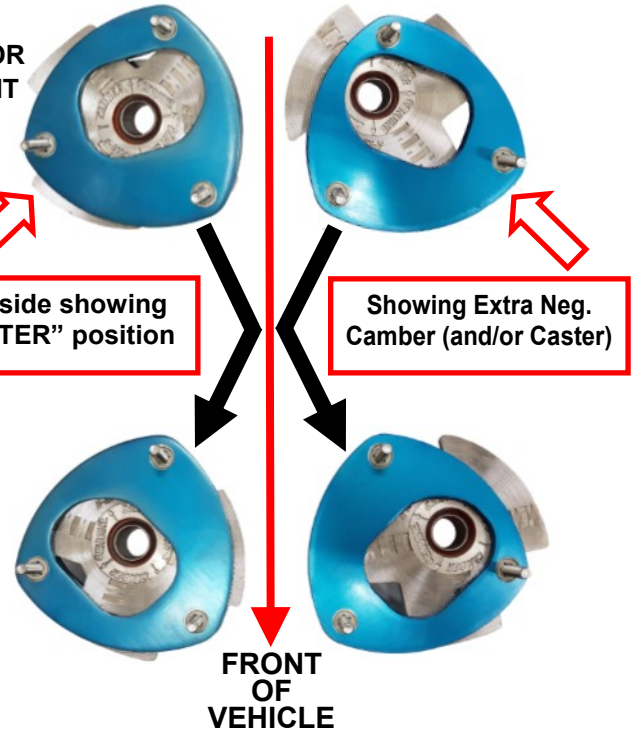
INITIALLY SIT KMAC ADJUSTERS ON TOP OF STRUT TOWERS...

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!)

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

"NEGATIVE" CAMBER

- A. IF OUTER TIRE WEAR OR
(RACE/COMPETITION) MOUNT
POSITION so bearing offset
INWARDS And to REAR for
Pos. Caster.



- "POSITIVE" CAMBER
B. IF INNER TIRE WEAR
MOUNT POSITION so bearing
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' the TOP KMAC NUTS on strut tower.
- B. Use large screwdriver to lever / ratchet KMAC adjuster mount Crossways for Camber (rear to increase positive Caster).
- C. Once optimum setting obtained KMAC NUTS - **HAND WRENCH TORQUE TO 27Nm (20ft.lbs) NOT IMPACT GUN!**



FRONT #502916-2L (STREET / RACE)

Coil spring
Models

ALL W212, W218 incl. AMG

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

- ✓ **Biggest Adjustment** - Up to race winning 2.5^{0's} Neg.
Incl. "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** - Similar to OEM but elastomer (not rubber) for performance & extended wear life
- ✓ **Steering Loads** - Separate radial thrust bearings and preventing spring drag / binding
- ✓ **KMAC not steel** - or soft billet alloy but ultimate highest aircraft 7075 grade aluminum and no mods to fit
- **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 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 !