

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

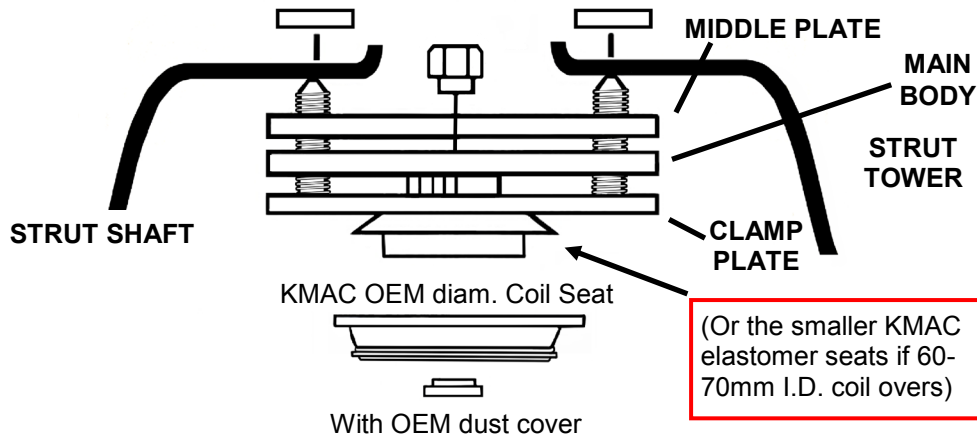
Centers extra H/Duty Self Align Spherical Bearings (PTFE Lined) with elastomer to extend wear life (Replaceable)

- ✓ Fit (and can) adjust with strut brace
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)
- ✓ Steering loads - Separate massive (85" diam.) fully sealed bearings
- ✓ Centers are Replaceable for virtual lifetime usage

RACE DAYS...

Record separate settings (and Toe) for extra Neg. Camber.

Significantly lowering of lap times through...
 Reduced understeer, Improved cornering, traction & braking response.



Simply replaces original strut 'upper' mounts

All items above Coil spring except for OEM dust cover

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

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



ALIGNING - NO NEED TO JACK TO ADJUST

- A. From Engine bay, loosen the '3' top mount 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, tighten to **27Nm (20ft.lbs)**

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

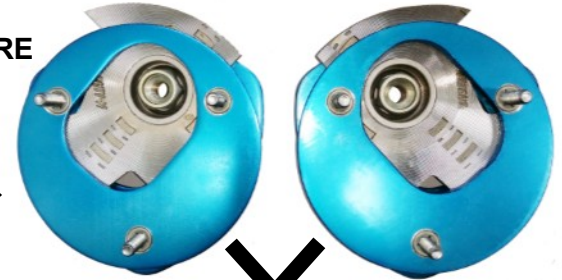
3 STRUT TOP HOLES ARE EVEN SPACING
Kit (Centers) are 'Left' and 'Right' hand offsets
 THEREFORE BEFORE INSTALLING / ADJUSTING
 (Select Center hole position that will achieve best results!)

More travel - check clearance to strut towers - cut / trim main body extremities.

E36 / Z3 ('M' - 191916-2L), E81-93 ('M' - 193616-2L)

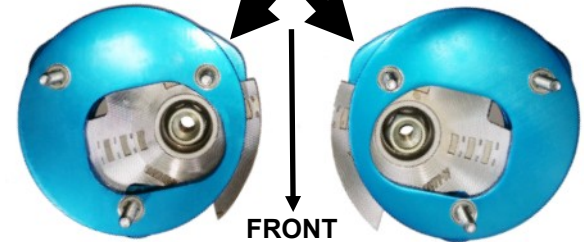
A. IF OUTER TIRE WEAR
MOUNT POSITION FOR MORE NEGATIVE (-) CAMBER

OR POSITIVE CAMBER
 "SWAP LH FOR RH"



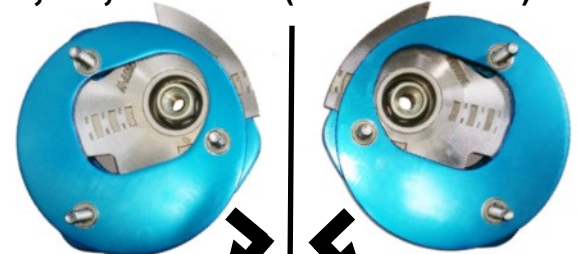
B. RACE/COMPETITION FOR 'MAXIMUM' NEGATIVE (-) CAMBER

AS ABOVE BUT SWAP SIDES AND ROTATE



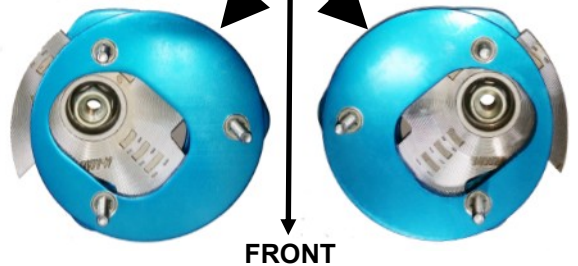
E39 (incl. 'M' to 9/97), E46, Z4, E60-64 ('M' - 193616-2)

C. OUTER TIRE WEAR OR COMPETITION (NEGATIVE CAMBER)



D. INNER TIRE WEAR (POSITIVE CAMBER)

AS ABOVE BUT ROTATE



© KMAC Align 2020 #192416-2L



FRONT #192416-2L Stage 2 - (STREET/RACE)

BMW E36, 23, E39, E46, E60-64, E81-93, Z4

FRONT CAMBER (and CASTER) FOR THE 1st TIME

(and accurate-underload direct on alignment rack)

- ✓ **KMAC not steel** - or soft billet alloy but ultimate highest aircraft 7075 grade aluminum and no mods to fit
- ✓ **Biggest Adjustment** - Up to race winning 2.5⁰'s Neg.
Incls. "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 "extra" H/Duty** - Self Align Spherical Bearings (PTFE Lined) with elastomer for extended wear life (Replaceable)
- ✓ **Steering Loads** - Separate H/Duty radial thrust bearings and preventing spring drag / binding
- **FRONT** - Also lower arm mono ball / 2 axis design — also available in "offset" for extra Positive Caster.
- **REAR** - Precisely adjustable Camber bushes doubling adjustment range or competition rated turnbuckle Camber arms plus reinforced Toe bushes for tauter cornering response.

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 !