

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)

## TRACK DAYS

**Further reduce Negative Camber / Understeer**

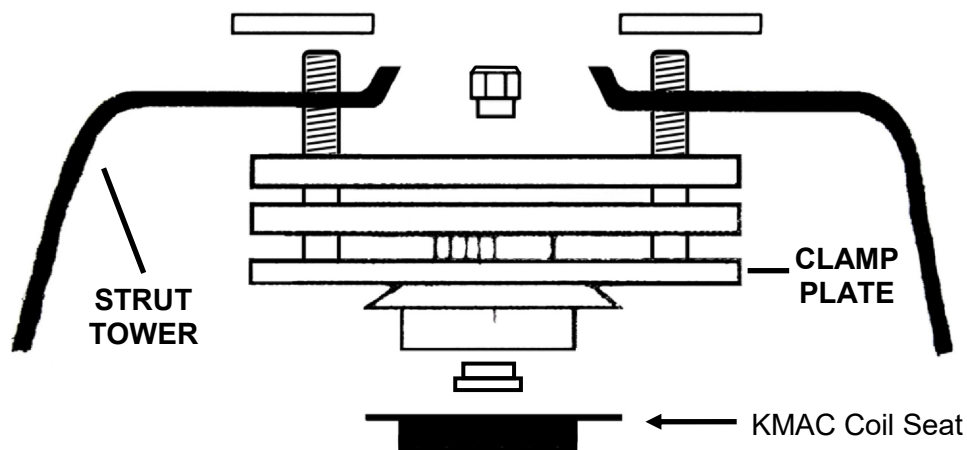
Also mnf. Front lower arm inner "Camber" adjustable bushes  
(also includes thrust arm bushes to adjust Caster settings - Mono ball / 2 axis  
improving brake & steering response) **#502616K**

- ✓ 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

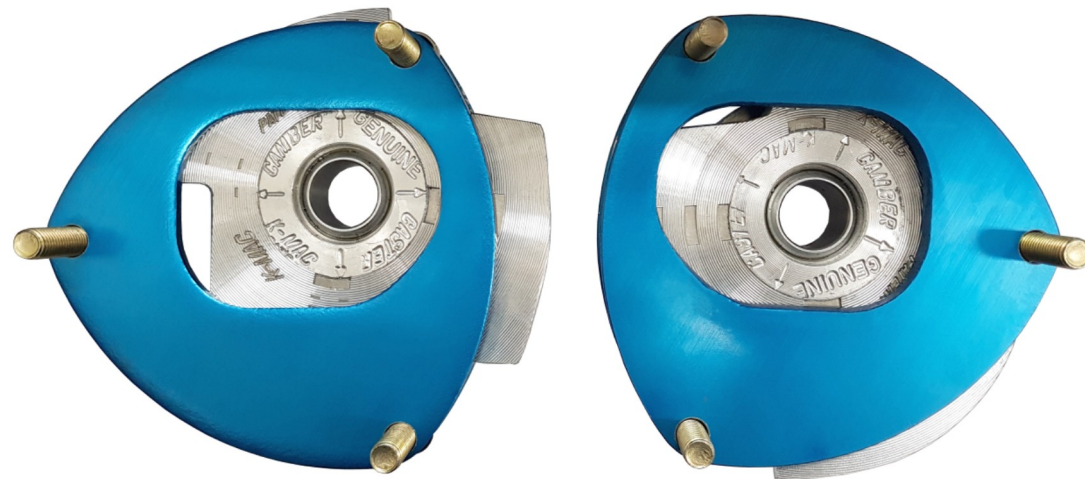
## TRACK DAYS...

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

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



1. Kit (centers) are 'Left' and 'Right' hand offsets.
2. Can adjust for extra Positive or Negative Camber.
3. Also can adjust to rear for extra Positive Caster adjustment



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

This side showing  
"CENTER" position

## FITTING

**Simply replaces original strut 'upper' mounts**

(All items above Coil spring except for OEM dust cover and bump stop)

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' 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!**

**TOTAL SYSTEM**  
**OTHER POPULAR SUSPENSION**  
**UPGRADES ALSO MANUFACTURED**



**CAMBER & CASTER FOR THE 1ST. TIME #502616-2**

**Suit Mercedes C209 Black Series**

(and accurate-underload direct on alignment rack)

**ONLY 'TOE' DIRECTIONAL ADJUSTMENT OEM**  
**(New Car Industry Best Kept Secret)**

- ✓ **Biggest Adjustment** - Up to race winning 3<sup>0's</sup> Neg.
- ✓ **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 radial thrust bearings (H/Duty fully sealed) and preventing spring drag / binding
- ✓ **KMAC Unlike other brands** - not steel or soft billet alloy but ultimate highest aircraft 7075 grade aluminum. no mods to fit

**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 !*

**FRONT** - Upgraded Lower Arm bush kit. Lower inner for extra **Camber** adjustment. Front thrust arm bushes for **Caster** (Mono ball / 2 axis allowing also improved brake / steering response — And with twice load bearing area of steel spherical bearings that soon pound out). KMAC unique patented design - Precise single wrench adjustable - accurately "under load" direct on alignment rack. TRACK DAYS — Further reduce understeer/also Increase track width. **#503516K**

**REAR** - **Camber** also for the 1st. Time (and extra Toe to compensate). Lower arm bush adjusters - precisely adjust single wrench, accurately (under load). Moving bottom of tire inwards (or out for extra track width) Unlike upper Camber arms that are difficult to access / adjust and need to reduce "important clearance" top of tire to outer fender when wanting to prevent premature inner edge tire wear. **#501526J**

**REAR** - Upgraded bushings for the '6' Multi Link Arms. Significant improvement to rear end stability - less twitch / flex / loss of traction. Especially when applying power to lane change / overtake. **#501528K**