

***SIMPLY THE BEST** ALWAYS 1ST. WITH THE LATEST DESIGN BREAKTHROUGHS

Actual Inventors/Patentees . . .

WISHBONE - Adjustable Ball Joint. **STRUT** - Biggest/Quickest Adjustment. **BUSHINGS** - Single Wrench-On Car

1888 847 9099 (24/7)

637 RIVER RD. JOHNS ISLAND
SOUTH CAROLINA 29455 USA

sales@k-mac.com



FINALLY — Resolve Costly / Premature “EDGE” Tire Wear !

AUDI, PORSCHE, TESLA, VOLKSWAGEN

(AND OVER 30 OTHER MAKES)

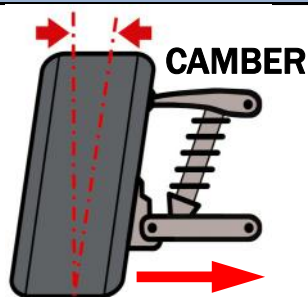
2023 CATALOG

CAMBER & CASTER ONLY TOE OEM!

Single wrench
Adjustable

Very latest
2023 Upgrades

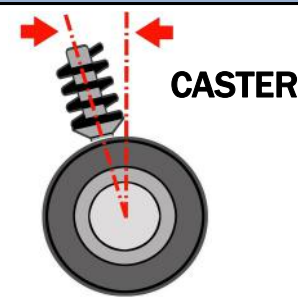
AT LAST “FULL” — Front and Rear Wheel Alignment — AGAIN MEANS WHAT IT SAYS



NEW CAR INDUSTRIES BEST KEPT SECRET

Cost cutting & increasing speed of assembly lines means
ONLY FRONT & REAR TOE “DIRECTIONAL” ADJUSTMENT OEM!
No Essential Camber (or Caster) to adjust tire “contact angles”
to resolve costly, premature edge load / wear - excess load also
causing higher impact leading to ruptured side walls, rim damage.

RESOLVE CONSUMER FRUSTRATION !



Re-instate ongoing adjustment for other than showroom height conditions encountered in day to day commuting — high cambered roads, wheel squat through load carrying, lowering, worn bushings. Wide profile tires, curb knock damage.

FRONT & REAR ADJUSTABLE BUSHINGS, STRUT TOPS & ARMS

Bushings Guaranteed Noiseless, Long term, Maintenance free - With twice load bearing area

WORN EXPENSIVE OEM BUSHES ARE REPLACED AT SAME TIME WITH “precisely” adjustable
Camber & Caster (Single Wrench) kits - they also being the highest wearing bushes. Advantage
with most KMAC unique patented design bushings over OEM is that they are also 2 axis / mono ball
self aligning without the use of air voids. Allowing improved braking and steering response.

**Front / Rear
Bush kits**

Including “2-Axis / Mono Ball” designs
Up to 4 times load bearing area other brands



Patented - Quickest / Biggest Adjustment

Front Adjusters

‘Strut’ Suspension

(Also for Wishbone)



Patented - Quickest / Biggest Adjustment

Maxi Camb™

(2 BOLT FLANGE STRUTS)
“CAMBER” ADJUSTER KITS

Incl. A, B,
CLA, GLA



Sprinter,
Vito

- NO UNDERSIZE ‘CRANK BOLTS’
- TWICE THE ADJUSTMENT RANGE
- FAIL SAFE LOCKING SYSTEM

Patents Pend. / Biggest Adjustment

**WORLD'S LARGEST
RANGE**

Over 30 makes Including. . . Acura, Alfa, Audi, Bentley, BMW, Camaro, Chrysler, Daihatsu, Datsun,
Dodge, Ford, General Motors, Holden, Honda, Hyundai, Infiniti, Iveco, Kia,
Land Rover Discovery / Evoque, Lexus, Mazda, Mercedes, Mitsubishi,
Mustang, Nissan, Opel, Peugeot, Porsche, Proton, Rover, Rolls Royce, Saab,
Scion, Seat, Skoda, Sprinter, Subaru, Suzuki, Tesla, Toyota, Triumph, Vito, Volkswagen, Volvo

www.k-mac.com

• **COMPETITION PROVEN** • **BIGGEST ADJUSTMENT** • **NON SLIP LOCK SYSTEM** •

**OFTEN QUOTED "FULL FRONT AND REAR WHEEL ALIGNMENT"
is actually only "Toe" - "directional" adjustment!**

(even the most exotic models AMG / Black Series or BMW 'M')

It's all to do with cost cutting & the ever increasing speed of assembly lines.

No more ongoing trips to dealers or alignment shops or consistently changing tire brands -
in the mistaken belief that this somehow could alter the premature edge tire wear !

CAMBER - Essential to adjust Tire contact angles resolving costly, premature edge load / wear
which can also cause ruptured side walls and rim damage.

CASTER - Correctly resolves steering pull, increases steering response, with better turn in and
high speed directional control, along with reduced dive / lift under brake and acceleration.

KMAC MAXIMUM POSSIBLE ADJUSTMENT RANGE

... and its no wonder - Experience of Manufacturing Front & Rear kits longer then any other company. Proudly "In-house"
(not importing / relabeling), which also allows total control over quality & rapid / constant design improvements
(And we always appreciate any ideas to further improve our market leadership).

LOWER ARM REPLACEMENT BUSHES

Front Allows Camber &
Caster Adjustment

Rear Allows Camber &
'Extra' Toe Adjustment



"EXTRA" FRONT ADJUSTMENT

'STRUT' (Coil Spring)
SUSPENSIONS

UPPER WISHBONE
SUSPENSIONS



ALSO REPLACING THE HIGHEST WEARING BUSHINGS

FOR 'TRACK' DAYS or COLLISION DAMAGE

PLUS . . .

- ✓ Improves traction
- ✓ Steering response
- ✓ High speed control
- ✓ Reduces dive / lift
- ✓ Resolve steering pull
- ✓ Essential altering height or wide profile tires fitted
- ✓ Allows ongoing adjustment for curb knock damage
- ✓ Longer bush life through twice the load bearing area
- ✓ Can adjust (single wrench) for extra Camber on track days
- ✓ No Modifications, simply replacing existing bushings

OWNERS SAY KMAC "Competition Proven - Non Slip Lock System"

- AWESOME! They have completely transformed the turn-in, braking stability drivability and general handling integrity of the car! I believe the front suspension works better now than it did when new, because all the rubberized 'squish' has been eradicated.
- I installed the KMAC bushings several years ago when the car hit 8,000 miles, the KMAC's have been trouble free ever sine and my alignment guys nailed the settings perfectly to a point I can't get better tire wear, despite the Eibach springs. I also have ZERO tire rub and I have yet to experience premature tire wear.
- I have been running KMAC rear Camber bushings for years and they are great. No problems at all and an easy to install to do yourself if so inclined. Rear come with adjustable toe bushings you can install if you run out of toe adjustment. I highly recommend KMAC bushings.
- I did these bushings years ago and love them... can't go wrong.
- I was stripping front tires outside edge on track so here's my fix! Camber plates from KMAC more positive drive, better turn in and definitely improve responsiveness in the handling. Looking forward to the next outing!



FINALLY FRONT & REAR ONGOING 'PRECISE' ADJUSTMENT

Camber, Caster, Toe



MAJORITY TODAY'S AUTO'S ONLY HAVE 'TOE'

"Directional Adjustment"

Even Exotic BMW 'M' / Mercedes 'AMG' / Porsche '991'

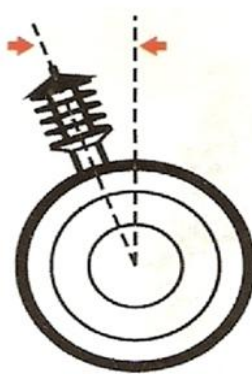


CAMBER Plus CASTER

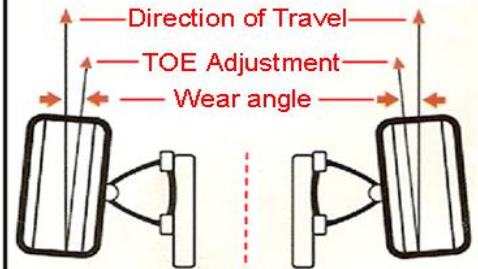
Adjusts tire "contact angle." **Correctly compensates** for costly, premature edge wear / Improves traction.

Allows improved Hi-speed directional stability. Better

steering Response, Resolves steering pull, Quicker turn in and Reduced Dive / Lift on Brake / Acceleration



Mit der Spureinstellung alleine wird nur die Verschleissposition verschoben



(NOT JUST "TOE")

Existing (directional adjustment) only alters wear position but increases the overall wear rate.

With KMAC - Fix it Right the 1st. Time!

AGAIN - FULL FRONT & REAR ALIGNMENT MEANS JUST THAT



Compared
Chosen
UK BMW
Cup Series

Audi to Volvo - Why KMAC

WHAT YOU WOULD EXPECT - Experience of Manufacturing Strut & Bushing Kits longer then any one else.

Using all out competition motorsport to race test prove.

Then proudly 'IN-HOUSE' manufacture with Total control over quality, rapid constant

Improvements - Not sourcing / relabeling imports.

56 Years Market Leadership - Through Innovation - Not Imitation

KMAC AMONGST OTHERS, THE ACTUAL INVENTORS OF — BALL JOINT: Slide adjustable (now the industry standard) along with BUSHINGS: On car single wrench — precisely adjustable (no more time consuming removal repositioning each time). STRUTS: 2 Bolt Flange - eliminating undersize "Crank Bolts" fail safe lock system with twice adjustment range. TOP MOUNTS: Aperture design - Biggest / Quickest adjustment system. MUSTANG: (2005 Up) - KMAC resolving the need to remove struts to change settings. CAMARO: (2010 up) resolving the need to drill strut towers to install. BMW: (2014 up 'F' Series) - Strut adjuster for the 1st. Time - both Camber & Caster adjustable.

✓ **Replacement top strut mounts** - Unique patented design provides the Biggest/and Quickest adjustment system and Stage 2 and 3 unlike other brands are not steel or soft billet alloy but ultimate very highest strength aircraft 7075 grade aluminum. Weight 1 kilo (2.2lbs).

✓ **Fit with or without adjustable coil-overs** Stage 2 and 3 strut tops also fitting all brands Coil-Over 60-70mm I.D.. Include extra H/Duty self aligning (self lubed / PTFE lined) spherical bearings and with KMAC separate H/Duty fully sealed radial thrust bearings to absorb steering loads. Stage 2 and 3 centers are also replaceable for virtual lifetime usage.

✓ **And with KMAC bushings - 56 years ongoing design experience** means constant improvements — Unique Mono ball / self aligning bushes (without the use of OEM air voids). Advantage of "Spherical Bearings", but with 2½ times the load bearing area. Result - dramatic improvement to brake and steering response (unlike unforgiving urethane bushes that can bind/ lock up arms).

• **COMPETITION PROVEN** • **BIGGEST ADJUSTMENT RANGE** • **NON-SLIP LOCK SYSTEM** •

(And we always appreciate any ideas to further improve our market leadership).

AUDI CAMBER CASTER

ADJUSTABLE "STRUT TOPS" & "BUSHING KITS"

Longest Established Most Experienced Manufacturer.

DON'T BE SOLD SUBSTITUTES....

SIMPLY THE BEST - FEATURES NOT FOUND IN OTHER BRANDS

GENUINE
KMAC

FACT: ONLY "TOE" DIRECTIONAL ADJUSTMENT OEM!

AT LAST - End the frustration "FULL ALIGNMENT" -

NOW MEANS JUST THAT (NOT JUST TOE) !

Capability to adjust to suit your own driving conditions. . . To fix it right the 1st. time!

"CAMBER" - Allowing to change tire "contact angle" resolving premature edge tire wear, improving traction.

"CASTER" - To correctly resolve steering pull and improving brake, traction and steering response.

"ONGOING ADJUSTMENT" Curb knock damage, high cambered roads, load carrying, altering height, fitting wide profile tires/wheels. No more repeated trips to dealers, alignment shops or constantly trialing tire brands.

OWNERS SAY . . .

AWESOME! They have completely transformed the turn-in, braking stability, drivability and general handling integrity of the car! I believe the front suspension works better now than it did when new, because all the rubberised 'squish' has been eradicated.

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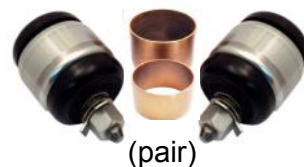
RS5 ('13-'19) #140916-6 i	S6 / RS6 ('12-'19) #140916-6 i	A8 ('10-'19) #140916-9 K
A4/S4/RS4, A5/S5 ('07-'19) #140916-3 H	A6/S6/RS6 ('04-'11) #140916-5 i	A8 (8/02-'09) #140916-5 i
A4 / S4 / RS4 ('95-'09) #140916-1 H	A6/S6/RS6 ('97-'05) #140916-1 H	A8/S8 ('94-7/02) #140916-1 H

CAMBER FRONT LOWER Control arm INNER bushes - (No adjustment OEM - only Toe) KMAC - Easy access, adjustable on car - precise / accurate (under load)

ALSO (ALONG WITH BELOW "CASTER" BUSHINGS) REPLACING THE '4' FRONT HIGHEST WEARING BUSHES.

CAMBER - Change contact angle to resolve costly premature edge wear, improve traction and / or reduce understeer, gain traction for performance driving or race days.

KMAC "unique patented design" bushings are also 2 axis / self aligning without the use of air voids (and have twice the load bearing area). Result is improved brake, traction and steering response (being FWD the OEM bushes prematurely pound out under constant brake and acceleration. Includes bush extraction / insertion tubes.

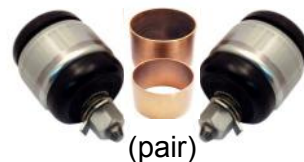


RS5 ('13-'17) #140916-7 J	S6 / RS6 ('12-'17) #140916-6 J	A8 ('10-'17) #140916-10 L
A4/S4/RS4, A5/S5 ('07-'17) #140916-4 J	A6/S6/RS6 ('04-'11) #140916-2 i	A8 (8/02-'09) #140916-4 J
A4 / S4 / RS4 ('95-'09) #140916-2 i	A6/S6/RS6 ('97-'05) #140916-2 i	A8/S8 ('94-7/02) #140916-1 i

CASTER FRONT LOWER Thrust arm INNER bushes - (No adjustment OEM) KMAC - Easy access, adjustable on car - precise / accurate (under load)

Same features as above CAMBER bushings

CASTER - Correctly resolve steering pull, better turn in, reduced dive / lift under brake and acceleration. Improved hi speed directional control. Includes bush extraction / insertion tubes.



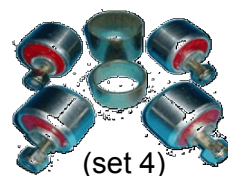
A4 / S4 / RS4 ('95-'17), **A5 / S5 / RS5** ('07-'17), **A6 / S6 / RS6** ('97-'17), **A7 / S7** ('10-'17) **#140916 H**

Also available Replacement Top arm INNER bushes - Unique KMAC Patented Design

These bushes provide additional CAMBER and CASTER adjustment if required (for pole setting lap times on race days!). 2 axis / self aligning. Single wrench adjustment on car.

Includes bush extraction / insertion tubes.

#140916 H



AUDI CAMBER CASTER

ADJUSTABLE "STRUT TOPS" & "BUSHING KITS"

Longest Established Most Experienced Manufacturer.

DON'T BE SOLD SUBSTITUTES....

SIMPLY THE BEST - FEATURES NOT FOUND IN OTHER BRANDS

GENUINE
KMAC

STRUT TOPS *UNLIKE* OTHER BRANDS NOT JUST '1' OFFSET POSITION
and **BUSHINGS** **KMAC ARE PRECISELY ADJUSTABLE !**
(AND WITH MORE THAN "TWICE" THE ADJUSTMENT RANGE)
Unique Patented design. Precise Single Wrench Adjustable (accurately on car)

CAMBER: Ability to adjust Pos. or Neg. / Tire Contact Angles - Improve Traction, Tire wear

CASTER: Correctly Resolve Steering Pull. Improve Brake, Traction, Steering Response

FACT: ONLY TOE "DIRECTIONAL" ADJUSTMENT OEM!

Mk3 TT, TTS, TTRS ('15-'19), A3/S/R ('12-'20), Q2 ('16-'20), Q3 ('18-'20)

FRONT "Top Strut Mounts" CAMBER & CASTER Adjustable

Available in Stage 2 (Street/Race) or Stage 3 (Full Race)

"Unique Patented Design" - Biggest Quickest adjustment With KMAC just 30 seconds to change settings (unlike other brands no time consuming removal of struts to adjust) CAMBER (and also separate CASTER)

Adjust for more even tire wear or reduce understeer / gain traction for Performance driving or Race days.

"Replaceable Centers" - Virtual lifetime usage!

KMAC No height increase. Full shock absorption, with extra H/Duty self align spherical bearings (self lubed / PTFE lined). Also included H/Duty fully sealed thrust bearings to absorb steering loads and preventing spring drag / binding.

- "Massive H/Duty Bearings" (1 1/8" - 48mm Stage 3)
- Separate 85mm thrust bearings

KMAC Design - absolute minimum stack height for maximum lowering and shock travel / absorption



Series 4
Very Latest
Generation

STAGE 2 (Street / Race)

#141716-2 L

(Elastomer encased bearings)

STAGE 3 (Full Race)

#141716-3 L

(No Elastomer / Flex)

Unlike other brands
Not steel or soft billet aluminum
but the very highest
Aircraft grade 7075 alloy

KMAC kits are designed to install with factory I.D. coils or all smaller coil overs (60-70mm I.D.)

*As with all KMAC kits - Unique patented designs. Simply replace upper strut mounts (NO modifications)

EXTRA FRONT / REAR ADJUSTMENT

STREET / PERFORMANCE OR TRACK DAYS
(In the pursuit of front row of the grid lap times)

FRONT Lower Arm "Camber" Bushings

(Pair) Up to extra 1.5° (+ or -)



#143016 G

FRONT Lower Arm "Caster" Bushings

Precisely adjustable (Pair)
Up to extra 1.0° (+ or -)



#143116 J

FRONT: Complete replacement lower arms
Camber (& Caster) adjustable

Precise
Camber



Precise Caster
(up to extra
1.0° (+ or -))

#143316 L

REAR: CAMBER ARMS

Turnbuckle "Precisely" adjustable (Pair). Up to extra 2.0° (+ or -)



#143026 K

REAR TOE ARMS -

Extra adjustment to compensate for the new Camber facility



#143126 i

AUDI CAMBER CASTER

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CASTER: Correctly Resolve Steering Pull. Improve Brake, Traction, Steering Response

FACT: ONLY TOE "DIRECTIONAL" ADJUSTMENT OEM!

TT Mk2 ('06-'14), **A3 / S3** ('03-'12), **Q3/RS** ('12-'19)

FRONT "Top Strut Mounts" CAMBER & CASTER Adjustable

Available in Stage 2 (Street/Race) or Stage 3 (Full Race)

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Adjust for more even tire wear or reduce understeer / gain traction for Performance driving or Race days.

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STAGE 2 (Street / Race)

#141616-1 L

(Elastomer encased bearings)

STAGE 3 (Full Race)

#141616-2 L

(No Elastomer / Flex)

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A1 ('10 - '19), **A3 / S3** ('96 - '03), **TT MK1 Quattro** ('99 - '06)

FRONT "Top Strut Mounts" CAMBER & CASTER Adjustable

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- "Massive H/Duty Bearings" (1 7/8" - 48mm Stage 3)
- Separate 85mm thrust bearings

KMAC Design - absolute minimum stack height for maximum lowering and shock travel / absorption

Extra H/Duty (massive 85mm diam.)

Encased in elastomer - similar to OEM rubber dampened mounts.
With max adjustment (up to 2 degrees of Pos. or Neg.)



STAGE 2 (Street / Race)
#141016-2K

***As with all KMAC Kits -
Biggest Quickest adjustment
Unique patented designs.
(NO modifications)
Simply replace upper
Strut mounts**

KMAC - Can install with factory diam. Coils and all brands of coil overs (60-70mm I.D.)

AUDI A3 / S3 ('96 - '03), **TT MK1 Quattro** ('98 - '06)

CAMBER - Half Kit (if factory height) #140926 F

CAMBER - Full Kit (Street/Race) #141026 H

REAR CAMBER Kit for the 1st. time! KMAC experience of mnf. Adjuster kits longer then any other Co.

Unique KMAC bolt on "Patented Design" Single wrench adjustment -
on car accurately (under load) direct on alignment rack. Reduce wheel squat / costly inner edge tire wear. Improve traction / safety with "more even tire wear" Essential if lowering, Load carrying or when expensive low profile tires fitted. Allows ongoing adjustment for Curb knock damage. Or simply to gain that "Race Winning Edge" by dialling in maximum traction on Race days. With KMAC you get what you pay for - (Experience of mnf. Adjuster kits longer then anyone else) Strongest, Biggest adjustment, Long term maintenance free. No special tools (bush extraction tool included).

Half Kit #140926 F (pair)
Full Kit #141026 H (set 4)



FRONT Camber & Caster 1976 - 2022

Simply Replace Existing Strut
Tops No Mods! With KMAC Up
to 32" (1 1/4) Camber change (+ / -)
(where no adjustment existed before
or "doubling" existing adjustment range)
Plus with KMAC

"Caster" adjustment for the 1st time !

KMAC patented design quickest biggest adjustment
system - all the unique features not found in other brands !



REAR Camber & 'Extra' Toe 1996 - 2015

Precise "Turnbuckle" Adjust-
able" Arms (also tauter re-
sponse end links) Camber (+ / -)
for the 1st. time (or "doubling"
existing adjustment range) **Plus**
extra 'Toe' adjustment to
compensate.

Unlike other brands not soft extruded aluminum
but hi-strength forged alloy same as OEM !

Boxster, Carrera, Cayman, Macan, Panamera, Spyder

FRONT

'19-20 911 - 992, 4/S/4S, Turbo/S, Targa 4/4S

STAGE 2 (STREET/RACE) **#580816-2M**

STAGE 3 (FULL RACE) **#580816-3M**

'15-22 911 - 991.1/2, 992. 718 - 982, 935

4/S, GT3, R/RS, Targa/4S

STAGE 2 (STREET/RACE) **#580716-2L**

STAGE 3 (FULL RACE) **#580716-3L**

'96-'15 911 - 986, 987, 996, RS, GT2/3, GTS, Turbo

Replacement lower arms precisely

STAGE 2 (STREET/RACE) **#580616-2L**

"Turnbuckle" adjustable for Camber !

STAGE 3 (FULL RACE) **#580616-3L**

REAR

987, 996 Toe arms "turnbuckle adjustable" - (doubling existing adjustment range)

*Not soft extruded aluminium, but hi-strength forged alloy same as OEM

'76-'95 911 - 924, 944, 968/CS

STAGE 2 (STREET/RACE) **#580316-2L**

STAGE 3 (FULL RACE) **#580316-3L**

FRONT MACAN

REAR

FRONT PANAMERA

REAR

KMAC - Suspension Engineering / Resolving OEM shortcomings since 1964 !

VW
ALL
1970-2022

RESOLVE COSTLY PREMATURE EDGE TIRE WEAR

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Golf Mk7/8 Incl. Sports Van ('13-'22), Passat ('15-'22), Tiguan Mk2 ('15-'22), Touran Mk2 ('15-'22). SKODA Octavia Mk3 ('13-'22) / Superb Mk3 ('15-'22). SEAT Altea ('16-'22) / Leon Mk3 ('13-'22)

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Precise
Camber



Precise Caster
(up to extra
1.0° (+ or -))

#143316 L

REAR: CAMBER ARMS

Turnbuckle "Precisely" adjustable (Pair). Up to extra 2.0° (+ or -)



#143026 K

REAR TOE ARMS -

Extra adjustment to compensate for the new Camber facility



#143126 i

VW
ALL
1970-2022

RESOLVE COSTLY PREMATURE EDGE TIRE WEAR

Longest Established Most Experienced Manufacturer.

DON'T BE SOLD SUBSTITUTES....

SIMPLY THE BEST - FEATURES NOT FOUND IN OTHER BRANDS

GENUINE
KMAC

Golf Mk5,6

Beetle (A5) ('11-'22), Caddy ('04-'22), EOS ('06-'15), Jetta Mk5 ('05-'11), Passat ('05-'14), Tiguan Mk1 ('07-'16), Touran Mk1 ('10-'15). SKODA Octavia Mk2('04-'13). SEAT Altea ('04-'15), Toledo Mk3 ('04-'09), Leon Mk2 ('12-'17). Tiguan MK1 (07-15)

FRONT "Top Strut Mounts" CAMBER (& CASTER) Adjustable

Available in Stage 2 (Street/Race) or Stage 3 (Full Race)

"Unique Patented Design" - Biggest Quickest adjustment With KMAC just 30 seconds to change settings (unlike other brands no time consuming removal of struts to adjust) CAMBER (and also separate CASTER)

Adjust for more even tire wear or reduce understeer / gain traction for Performance driving or Race days.

"Replaceable Centers" - Virtual lifetime usage!

KMAC No height increase. Full shock absorption, with extra H/Duty self align spherical bearings (self lubed / PTFE lined). Also included H/Duty fully sealed thrust bearings to absorb steering loads and preventing spring drag / binding.

- "Massive H/Duty Bearings" (1 7/8" - 48mm Stage 3)
- Separate 85mm thrust bearings

KMAC Design - absolute minimum stack height for maximum lowering and shock travel / absorption



STAGE 2 (Street / Race)

#141616-2 L

(Elastomer encased bearings)

STAGE 3 (Full Race)

#141616-3 L

(No Elastomer / Flex)

Series 4
Very Latest
Generation

Unlike other brands
Not steel or soft billet aluminum
but the very highest
Aircraft grade 7075 alloy

KMAC kits are designed to install with factory I.D. coils or all smaller coil overs (60-70mm I.D.)

*As with all KMAC kits - Unique patented designs. Simply replace upper strut mounts (NO modifications)

EXTRA FRONT / REAR ADJUSTMENT

STREET / PERFORMANCE OR TRACK DAYS
(In the pursuit of front row of the grid lap times)

FRONT Lower Arm "Camber" Bushings

(Pair) Up to extra 1.5° (+ or -)



#142516 G

FRONT Lower Arm "Caster" Bushings

(Pair) Up to extra 1.0° (+ or -)



#142616 J

FRONT: Complete replacement lower arms Camber (& Caster) adjustable

Caster →



← Precise
Camber

#142816 L

REAR: CAMBER ARMS

Turnbuckle "Precisely" adjustable (Pair). Up to extra 2.0° (+ or -)



#142526 K

REAR TOE ARMS -

Extra adjustment to compensate for the new Camber facility



#142626 i

VW
ALL
1970-2022

RESOLVE COSTLY PREMATURE EDGE TIRE WEAR

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DON'T BE SOLD SUBSTITUTES....

SIMPLY THE BEST - FEATURES NOT FOUND IN OTHER BRANDS

GENUINE
KMAC

Golf Mk4

(GTI, R32) ('99-'04), Beetle ('97-'11), Polo Mk3 ('95-'01) Mk5 ('10-'17), Bora / Jetta ('99-'07), Skoda Octavia Mk1 ('96-'04), SEAT Leon Mk1 ('99-'04), Toledo Mk2

FRONT "Top Strut Mounts"

CAMBER & CASTER Adjustable

Encased in elastomer - similar to OEM rubber dampened mounts.
With max adjustment (up to 2 degrees of Pos. or Neg.)

KMAC No height increase. Full shock absorption, with extra H/Duty self align spherical bearings (self lubed / PTFE lined). Also included H/Duty fully sealed thrust bearings to absorb steering loads and preventing spring drag / binding.

- "Massive H/Duty Bearings" (1 7/8" - 48mm Stage 3)
- Separate 85mm thrust bearings

KMAC Design - absolute minimum stack height for maximum lowering and shock travel / absorption



STAGE 2 (Street / Race)
#141016-2K

*As with all KMAC Kits -
Biggest Quickest adjustment
Unique patented designs.
(NO modifications)
Simply replace upper
Strut mounts

KMAC - Can install with factory diam. Coils and all brands of coil overs (60-70mm I.D.)

Polo Mk4 ('02-'09) (Mk3 '95-'01, Mk5 '10-'17 same as above kit #141016-2K)

FRONT "Top Strut Mounts"

CAMBER & CASTER Adjustable

Set front row of the grid lap times for Race days - 2022 "NEW GENERATION"

Unique Patented Design" - Biggest Quickest adjustment With KMAC just 30 seconds to change settings (unlike other brands no time consuming removal of struts to adjust) CAMBER (and also separate CASTER)

Adjust for more even tire wear or reduce understeer / gain traction for Performance driving or Race days.

KMAC No height increase. Full shock absorption, with extra H/Duty self align spherical bearings (self lubed / PTFE lined). Also included H/Duty fully sealed thrust bearings to absorb steering loads and preventing spring drag / binding.

- "Massive H/Duty Bearings" (1 7/8" - 48mm Stage 3)
- Separate Extra H/Duty 85mm thrust bearings

KMAC Design - absolute minimum stack height for maximum lowering and shock travel / absorption



STAGE 2 (Street / Race) #141516-2L
(elastomer encased bearings)

STAGE 3 (Full Race) #141516-3L
(No elastomer / Flex)

Unlike other brands
Not steel or soft billet aluminum
but the very highest
Aircraft grade 7075 alloy

KMAC kits are designed to install with factory I.D. coils or all smaller coil overs (60-70mm I.D.)

*As with all KMAC kits - Unique patented designs. Simply replace upper strut mounts (NO modifications)

Golf Mk3 ('91-'97) - Center bolt strut

ALSO Mk2 (USA ONLY - '84-'92)

FRONT "Top Strut Mounts"

CAMBER & CASTER Adjustable

Encased in elastomer - similar to OEM rubber dampened mounts.
With max adjustment (up to 2 degrees of Pos. or Neg.)

KMAC No height increase. Full shock absorption, with extra H/Duty self align spherical bearings (self lubed / PTFE lined). Also included H/Duty fully sealed thrust bearings to absorb steering loads and preventing spring drag / binding.

- "Massive H/Duty Bearings" (1 7/8" - 48mm Stage 3)
- Separate 85mm thrust bearings

KMAC Design - absolute minimum stack height for maximum lowering and shock travel / absorption



STAGE 2 (Street / Race)
#140716-2K

*As with all KMAC Kits -
Biggest Quickest adjustment
Unique patented designs.
(NO modifications)
Simply replace upper
Strut mounts

KMAC - Can install with factory diam. Coils and all brands of coil overs (60-70mm I.D.)

WW
ALL
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RESOLVE COSTLY PREMATURE EDGE TIRE WEAR

Longest Established Most Experienced Manufacturer.

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SIMPLY THE BEST - FEATURES NOT FOUND IN OTHER BRANDS

GENUINE
KMAC

Golf Mk2 ('83-'90) - 2 Bolt Strut, Golf Mk1 ('74-'83) 2 Bolt Strut

FRONT "Top Strut Mounts" CAMBER & CASTER Adjustable

KMAC No height increase. Full shock absorption, with extra H/Duty self align spherical bearings (self lubed / PTFE lined). Also included H/Duty fully sealed thrust bearings to absorb steering loads and preventing spring drag / binding.

- "Massive H/Duty Bearings" (1 7/8" - 48mm Stage 3)
- Separate 85mm thrust bearings

KMAC Design - absolute minimum stack height for maximum lowering and shock travel / absorption



STAGE 2 (Street / Race)

#830516-2L

STAGE 3 (Full Race)

#830516-3L

Unlike other brands
Not steel or soft billet aluminum
but the very highest
Aircraft grade 7075 alloy

KMAC kits are designed to install with factory I.D. coils or all smaller coil overs (60-70mm I.D.)

*As with all KMAC kits - Unique patented designs. Simply replace upper strut mounts (NO modifications)

Superbug 1600 ('70-'74) - Bolt Strut

FRONT "Top Strut Mounts" CAMBER & CASTER Adjustable

KMAC No height increase. Full shock absorption, with extra H/Duty self align spherical bearings (self lubed / PTFE lined). Also included H/Duty fully sealed thrust bearings to absorb steering loads and preventing spring drag / binding.

- "Massive H/Duty Bearings" (1 7/8" - 48mm Stage 3)
- Separate 85mm thrust bearings

KMAC Design - absolute minimum stack height for maximum lowering and shock travel / absorption



STAGE 2 (Street / Race)

#830416-2K

Unlike other brands
Not steel or soft billet aluminum
but the very highest
Aircraft grade 7075 alloy

KMAC kits are designed to install with factory I.D. coils or all smaller coil overs (60-70mm I.D.)

*As with all KMAC kits - Unique patented designs. Simply replace upper strut mounts (NO modifications)

Transporter "T6 / T5" (4/03-'20) T4 ('90-3/03), Crafter ('06-'16)

FRONT "4" Inner Arm bushings CAMBER & CASTER Adjustable

REPLACING THE "4" HIGHEST WEARING front suspension bushings, "with twice the load bearing area". K-MAC unique patented design - Precise single wrench adjustment (accurately under load) direct on alignment rack. To reduce costly edge tire wear. Also improve traction and braking response. Includes bush extraction tool (Allowing installation on vehicle).



"T6 / T5"

(Short & Long
Wheel Base)

#832016 K

Crafter

#505416 K

REAR "4" Trail Arm Lower Bushings" CAMBER & (Extra Toe) Adjustable

Same features as above Front Bushings



"T6 / T5"

(Short & Long
Wheel Base)

#505226 K

"T4" #832026 J

VW
ALL
1970-2022

RESOLVE COSTLY PREMATURE EDGE TIRE WEAR

Longest Established Most Experienced Manufacturer.

DON'T BE SOLD SUBSTITUTES....

SIMPLY THE BEST – FEATURES NOT FOUND IN OTHER BRANDS

GENUINE
KMAC

VW Transporter “T6 / T5” (4/03-'22) — “T4” ('90-3/03)

FRONT “4 Lower INNER Bushings” CAMBER & CASTER Adjustable

Replacing the “4” highest wearing front suspension bushings, “with twice the load bearing area”. KMAC unique patented design - Precise single wrench adjustment (accurately under load) direct on alignment rack, to reduce costly edge tire wear. Also traction and braking response.

Includes bush extraction tool (Allowing insertion on vehicle).



“T6 - T5”
(Short & Long
Wheel Base)
#832116 K

Crafter
#505416 K

REAR “4 Lower Trail Arm Bushings” CAMBER (and Extra TOE) Adjustable

Replaces the 4 trailing arm to cross member bushes allowing precise CAMBER and TOE adjustment, on car - single wrench, accurate (under load) direct on alignment rack, to reduce costly edge tire wear, improve traction.

Includes bush extraction / insertion tool.



“T6 - T5”
(Short & Long
Wheel Base)
#832126 K

“T4”
#832026 K

PRODUCT BACKGROUND RE KMAC BUSHINGS

56 Years Market Leadership - Through Innovation - Not Imitation

- ◆ **KMAC BUSHINGS SIMPLY REPLACE** and overcome the premature failure of existing OEM bushings, which can cause suspension sag, rattles, squeaks, and resultant loss of brake, traction and steering response. All kits are supplied with bush extraction/insertion tools.
- ◆ **OEM rubber bushes use air voids** for “two-axis” movement (essential as majority today's vehicles have multi link arms with different angle mount points) but the air voids can also allow shudder, wheel hop and loss of traction under braking and acceleration .
- ◆ **While the majority of aftermarket brands eliminate these air voids**, but in so doing they restrict the two-axis movement which can increase binding, locking up as arms travel through there required arcs. This causing even more severe wheel hop, loss of traction!
- ◆ **KMAC bushes where needed therefore feature a unique two-axis mono ball design.** Allowing power to the ground / maximum traction / braking. The KMAC designs also significantly extend wear life having more then twice the load bearing area of OEM bushes. With over 50 years of proven bush design technology means they are noiseless, long term, maintenance free.
- ◆ **Only Toe adjustment (and tire rotation) ex-factory** – but with KMAC bushes, the front suspension becomes full and precise Camber and Caster adjustable and the rear Camber - also for the 1st. time (as well as providing additional rear Toe adjustment).
- ◆ **Result - KMAC bushes reduce costly edge-of-tire wear**, improve traction and high-speed directional control. Reduce dive / lift under brake / acceleration and allow “ongoing” adjustment capability to resolve steering pull or curb-knock damage. Essential wide-profile tires, altering height or for gaining extra negative Camber (and track width) with less understeer on race days!

WITH ADJUSTMENT BEING JUST A “SINGLE WRENCH”

This KMAC patented invention has revolutionised the industry . . .

Where other brands require the labour intensive shimming of control arms or removal of actual bushings each time, then to reinsert at a different setting - now with KMAC it is done on car, direct on alignment rack (accurately under load). Simply by rotating the bush bolt head to the precise setting required.

