

**ALL ALLOY**  
**VERY HIGHEST 7075 GRADE**



**GENUINE K-MAC... ALSO INCLUDES SEPARATE RADIAL THRUST BEARINGS FOR STEERING LOADS! PREVENT SPRING DRAG / BINDING**

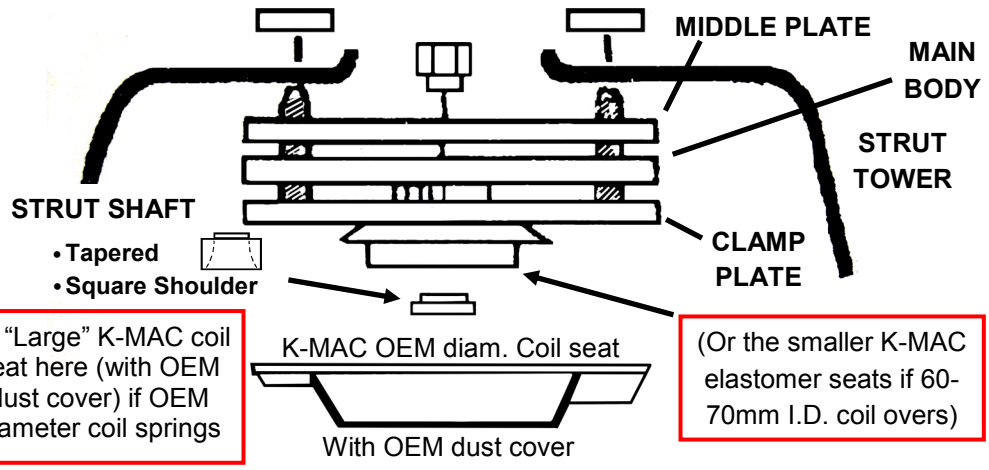
# FULL RACE CAMBER & CASTER

*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.)
- ✓ 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**

**K-MAC BUMP STOP**  
 If lowering can cut top section of bump stop off to increase shock travel/absorption

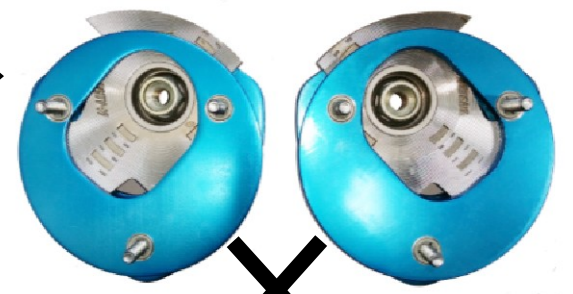
**INITIALLY SIT K-MAC ADJUSTERS ON TOP OF STRUT TOWERS...**

**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.

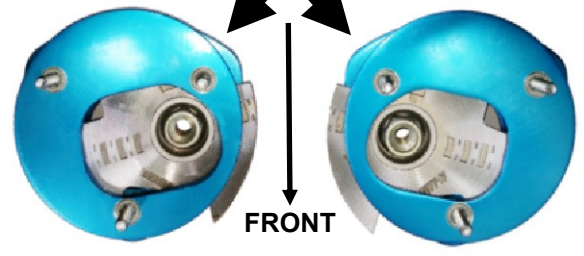
**A. IF OUTER TIRE WEAR**  
**MOUNT POSITION NEGATIVE**

**OR POSITIVE CAMBER**  
**"SWAP LH FOR RH"**



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

**AS ABOVE**  
**BUT SWAP SIDES AND ROTATE**



**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 K-MAC adjuster mount crossways for Camber (rear to increase positive caster).
- C.** Once optimum setting obtained, tighten to 27Nm (20ft.lbs)

© K-MAC Alignment Kits P/L. 2020 #191916-3L



## FRONT #191916-3L Stage 3 - (FULL RACE)

**BMW E36, Z3 'M' Series ('92-'99)**

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

- ✓ **K-MAC not steel** - or soft billet alloy but ultimate highest aircraft 7075 grade aluminum and no mods to fit
- ✓ **Biggest Adjustment** - Up to race winning 2.5<sup>0</sup>'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) Replaceable
- ✓ **Steering Loads** - Separate H/Duty fully sealed radial thrust bearings and preventing spring drag / binding
- **FRONT** - Also lower arm inner rear bushings. Mono ball / 2 axis design for tauter response. 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 K-MAC "non-slip" lock system!**

***Actual Inventors/Patentee's - The '3' Basic Suspension Systems***

*We do appreciate any ideas to further improve our market leadership !*