

**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

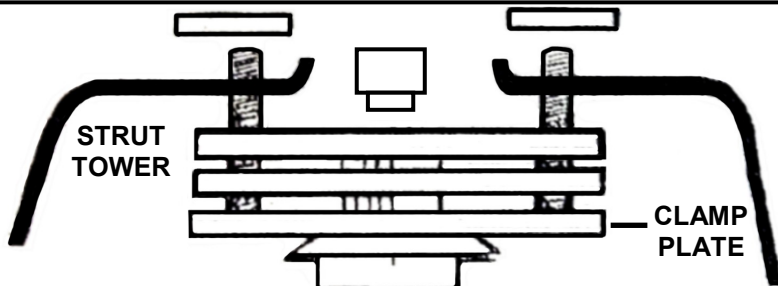
**Biggest Adjustment Range**

**Centers extra H/Duty Self Align Spherical Bearings (PTFE Lined) solid, no flex for tauter, quicker response times.**

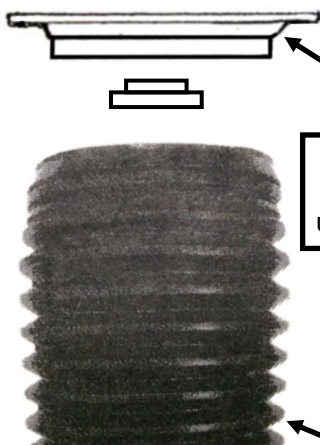
- ✓ Fit (and can) adjust with strut brace
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)
- ✓ Thrust bearings ("85" diam.) fully sealed
- ✓ Centers are Replaceable for virtual lifetime usage

**RACE DAYS...**

Record separate settings (and Toe) for extra Neg. Camber. Significantly lowering of lap times through... Reduced understeer, Improved cornering, traction & braking response.



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



Use smaller elastomer Seats 60<sup>mm</sup> O.D. (or 65<sup>mm</sup> if up to 70<sup>mm</sup> Coil overs) fitted.

- Delete OEM upper & lower steel cup washers

OEM rubber dust cover onto K-MAC coil seat

© K-MAC Alignment Kits P/L. 2019 #192316-3L

**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.

## FITTING

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

All items above Coil spring except for OEM rubber seat and dust cover

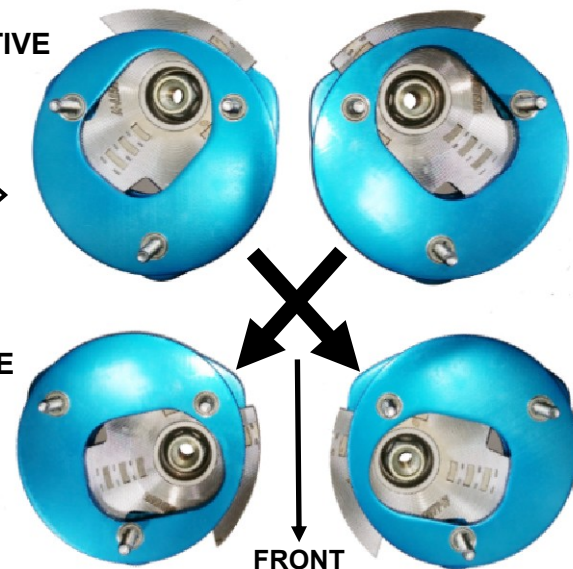
**Refer manufacturers workshop manual re removal and installation observe all safety procedures**

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

**OR POSITIVE CAMBER "SWAP LH"**

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

**AS ABOVE BUT SWAP SIDES**



**ALIGNING - NO NEED TO JACK TO ADJUST**

- A.** From engine bay, loosen the '3' top nuts for strut tower upper mount.
- B.** Use large screwdriver to lever / ratchet K-MAC adjuster mount crossways for CAMBER, then lengthways for required CASTER.
- C.** Once optimum settings, tighten the 'TOP' K-MAC NUTS to 27Nm (20ft/lbs).



## Front #192316-3L Stage 3 (FULL RACE)

**BMW**

E31 '8' 840, 850 ('90-'00)

E36 '3' 320, 325 ('91-6/92)

### **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 (E36 '3') lower arm inner rear bushings. Mono ball / 2 axis design for tauter response. Also available in "offset" for extra positive Caster
- **REAR** - (E36 models) Precisely adjustable Camber (and extra Toe) bushings. Doubling existing adjustment range.

***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 !*