

ALL ALLOY
VERY HIGHEST 7075 GRADE



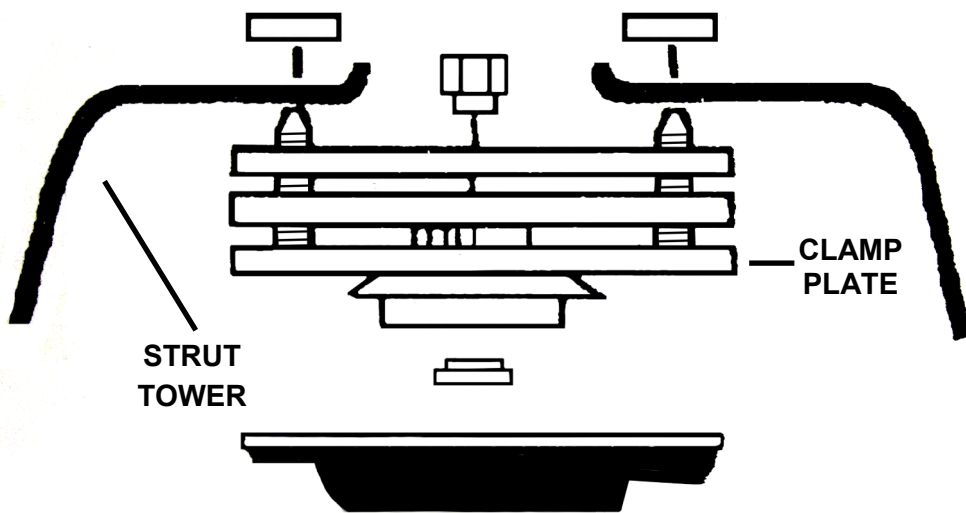
GENUINE KMAC... ALSO INCLUDES SEPARATE RADIAL THRUST BEARINGS FOR STEERING LOADS! PREVENT SPRING DRAG / BINDING

STREET / RACE CAMBER & CASTER Biggest Adjustment Range

STAGE 2 - Extra H/Duty Spherical Bearings (PTFE lined) - Self aligning with Elastomer mounts to extend life

- ✓ Massive (3½) fully sealed thrust bearings
- ✓ 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

Simply replaces original strut 'upper' mounts
 (All items above Coil spring except for OEM dust cover)



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



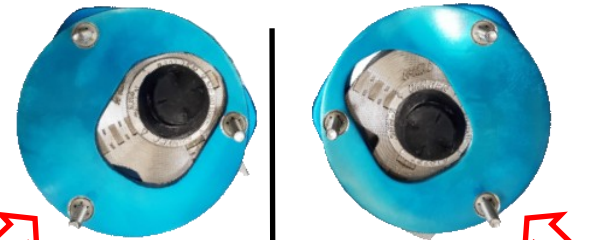
Use smaller elastomer Seats 60^{mm} O.D (or 65^{mm} O.D if up to 70^{mm} Coil overs) fitted.

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

Kit (Centers) are 'Left' and 'Right' hand offsets
 THEREFORE BEFORE INSTALLING / ADJUSTING
 (Select Center hole position that will achieve best results!)

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

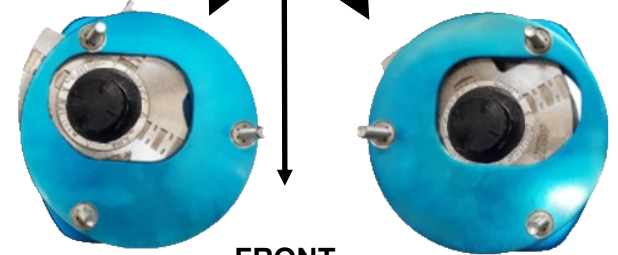
A. IF OUTER TIRE WEAR OR (RACE/COMPETITION) MOUNT POSITION NEGATIVE (-) CAMBER
 And to REAR for Pos. Caster.



This side showing Center position

Showing Extra Neg. adjustment

B. IF INNER TIRE WEAR MOUNT POSITION POSITIVE (+) CAMBER
 And to REAR for Pos. Caster.



FRONT

© KMAC Align 2020 #570216-2L

ALIGNING *KMAC Patented design allows adjustment to be carried out accurately (under load). No need to jack vehicle.*

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



FRONT #570216-2L STAGE 2 (STREET / RACE)

Leyland '73-'74 P76

FRONT CAMBER (and CASTER) FOR THE 1st TIME
(and accurate-underload direct on alignment rack)
STAGE 2 Centres encased in elastomer for long term day to day commuting

- ✓ **Biggest Adjustment** - Up to race winning 2.5⁰'s Neg. Camber Incl. "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
- ✓ **KMAC not steel** - or soft billet alloy but ultimate highest aircraft 7075 grade aluminum and 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 !