

ALL
ALLOY VERY
HIGHEST
7075 GRADE



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

FULL RACE CAMBER & CASTER

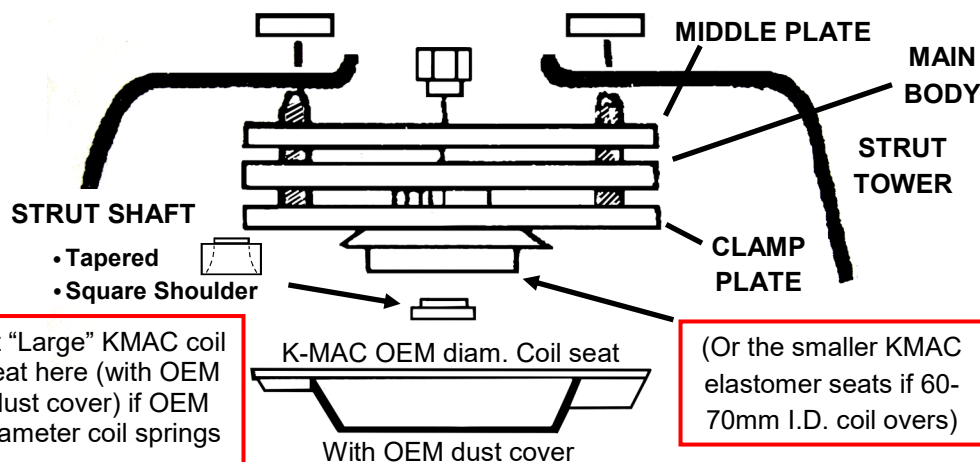
Biggest Adjustment Range

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

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



INITIALLY SIT KMAC 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!)

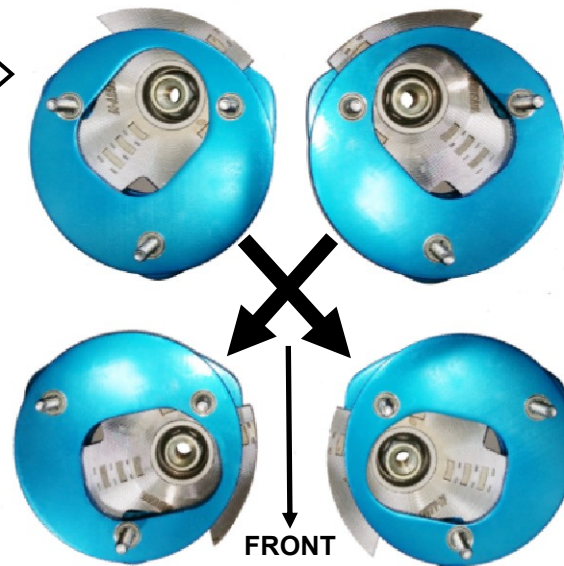
More travel - check clearance to strut towers - cut / trim main body extremities.

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

- From engine bay, loosen the '3' top nuts for strut tower upper mount.
- Use large screwdriver to lever / ratchet KMAC adjuster mount crossways for CAMBER, then lengthways for required CASTER.
- Once optimum settings, tighten the 'TOP' KMAC NUTS - HAND WRENCH TORQUE TO **27Nm (20ft/lbs)** - NOT IMPAC GUN

#191916-3L

© KMAC Align 2023



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)

- ✓ **KMAC not steel** - or soft billet alloy but ultimate highest aircraft 7075 grade aluminum and no mods to fit
- ✓ **Biggest Adjustment** - Up to race winning 2.5⁰'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 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 !