

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

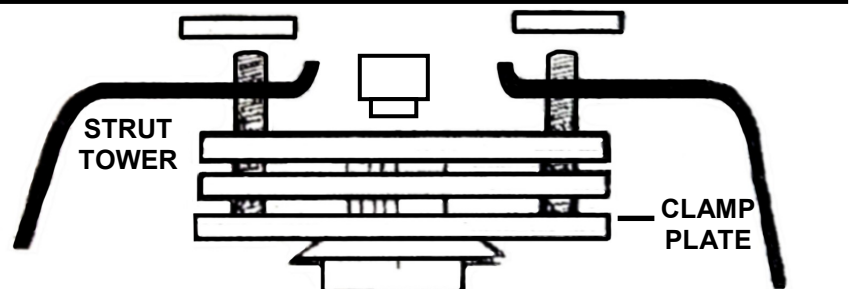
Biggest Adjustment Range

Centers extra H/Duty Self Align Spherical Bearings (PTFE Lined) with elastomer to extend wear life (Replaceable)

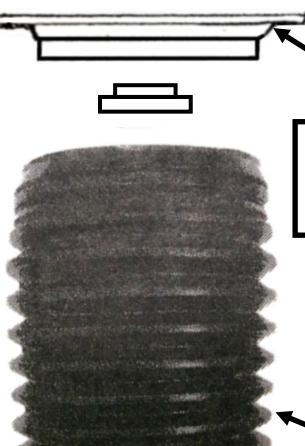
- ✓ Fit (and can) adjust with strut brace
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)
- ✓ Centers are Replaceable for virtual lifetime usage

RACE DAYS...

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



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



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

OEM rubber seat clips under KMAC coil seat

#192316-2L
© KMAC Align 2023

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.

FITTING

Simply replaces original strut 'upper' mounts

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

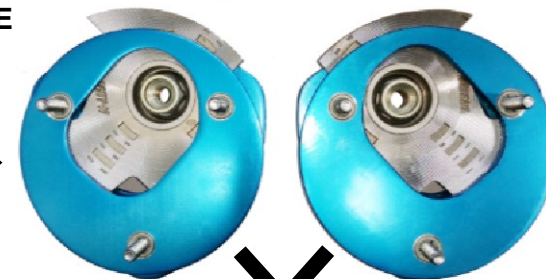
Refer manufacturers workshop manual re removal and installation observe all safety procedures

A. IF OUTER TIRE WEAR

MOUNT POSITION NEGATIVE

(-) CAMBER

OR POSITIVE
CAMBER
"SWAP LH

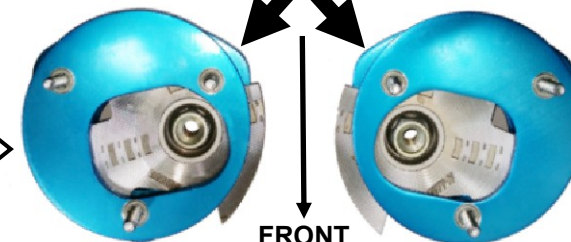


B. RACE/COMPETITION

FOR 'MAXIMUM' NEGATIVE

(-) CAMBER

AS ABOVE
BUT SWAP SIDES



FRONT

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



Front #192316-2L Stage 2 (STREET / RACE)

BMW E31 '8' 840, 850 ('90-'00)
E36 '3' 320, 325 ('91-6/92)

FRONT CAMBER (and CASTER) FOR THE 1st TIME

- ✓ **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) with elastomer for extended wear life (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 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 !