

ALL
ALLOY VERY
HIGHEST



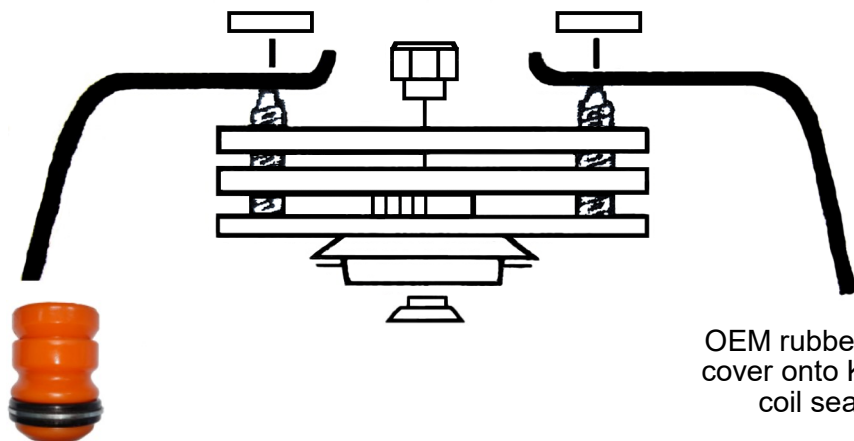
GENUINE KMAC... ALSO INCLUDES
SEPARATE RADIAL THRUST
BEARINGS FOR STEERING LOADS!
PREVENT SPRING DRAG / BINDING

FULL RACE CAMBER & CASTER

Biggest Adjustment Range

(NO FLEX -Tauter / Quicker response times, more effective shock control)

- ✓ H/Duty self align spherical bearings (PTFE lined)
(Incl. separate radial thrust bearings for steering loads)
- ✓ 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



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

Fit "large" KMAC coil seat here (with
OEM dust cover) if OEM diameter coil
springs

(Or the smaller KMAC elastomer
seats if 60-70mm I.D. coil overs)

OEM rubber dust
cover onto KMAC
coil seat.

If smaller 60-70mm
I.D. Coil overs fitted
use the 60mm O.D.
or 65mm O.D. elas-
tomer KMAC seats
supplied.

Simply replaces original strut 'upper' mounts

Refer manufacturers workshop manual re: removal
and installation. Observe all Safety procedures.

#195116-3L

Kits (Centers) are 'Left' and "right" hand offsets.

(IF OUTER TIRE WEAR) OR RACE/COMPETITION CENTER HOLE
OFFSET INWARDS. And to REAR for Pos. Caster.



FRONT

This side "OFFSET"
Showing Extra Neg.
Camber (and/or Caster)

This side showing
"CENTER" position

(IF INNER TIRE WEAR) SWAP SIDES — CENTER HOLE OFFSET OUTWARDS.
And to REAR for Pos. Caster.

ALIGNING

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

- 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

* Full adjustment - Check clearance top spring seat
to Inside of Strut tower on steering rotation



FRONT #195116-3L Stage 3 (FULL RACE)

BMW MINI MKI-R50,R52,R53 (3/02-10/06)

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

- ✓ **Biggest Adjustment** - Up to race winning 3⁰'s Neg.
Incl. top coil seats in OEM diam. & Coil overs (60-70mm I.D.)
- ✓ **Quickest Adjustment** - Change Camber & Caster settings
- Street/Race from engine bay and with strut brace fitted
- ✓ **Spherical Bearings** - H/Duty self align plus H/Duty radial
thrust bearings for steering loads - and prevent spring
drag/binding (replaceable)
- ✓ **KMAC not steel** - or soft billet alloy but ultimate highest
aircraft 7075 grade aluminum
- ✓ **NO MODIFICATIONS** - To install

- **FRONT** - Lower inner/rear Mono ball/self align performance bushings (also
available "offset" for extra Pos. Caster - anti-dive, high speed control).
- **REAR** - Adjustable competition rated (chrome moly steel not
alloy) turnbuckle CAMBER arms

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 !