

ALL
ALLOY
VERY
HIGHEST
7075 GRADE



GENUINE KMAC... ALSO INCLUDES
SEPARATE RADIAL THRUST
BEARINGS FOR STEERING LOADS!

FULL RACE CAMBER & CASTER

#195216-3L

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

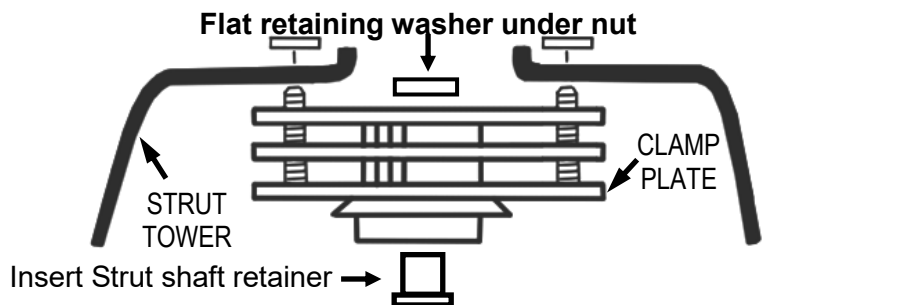
TRACK DAYS - Further reduce Negative Camber / Understeer

Front lower arm inner "Camber" adjustable bushings #193616-8H

Front thrust arm Caster adjustable bushings #193616-8H

(Mono ball / 2 axis design improving Brake & Steering response)

- ✓ Extra H/Duty Self Align Spherical Bearings (PTFE lined)
- ✓ Separate (massive 85") diameter fully sealed thrust bearings for steering loads - prevent spring drag / binding.
- ✓ Fit (and adjust) with strut brace fitted
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)
- ✓ Centers are Replaceable for virtual lifetime usage



Flat retaining washer under nut

STRUT
TOWER

CLAMP
PLATE

Insert Strut shaft retainer →



OEM rubber dust cover
onto KMAC coil seat.

KMAC BUMP STOP if low-
ering can cut top section of
bump stop off to increase
shock travel/absorption.

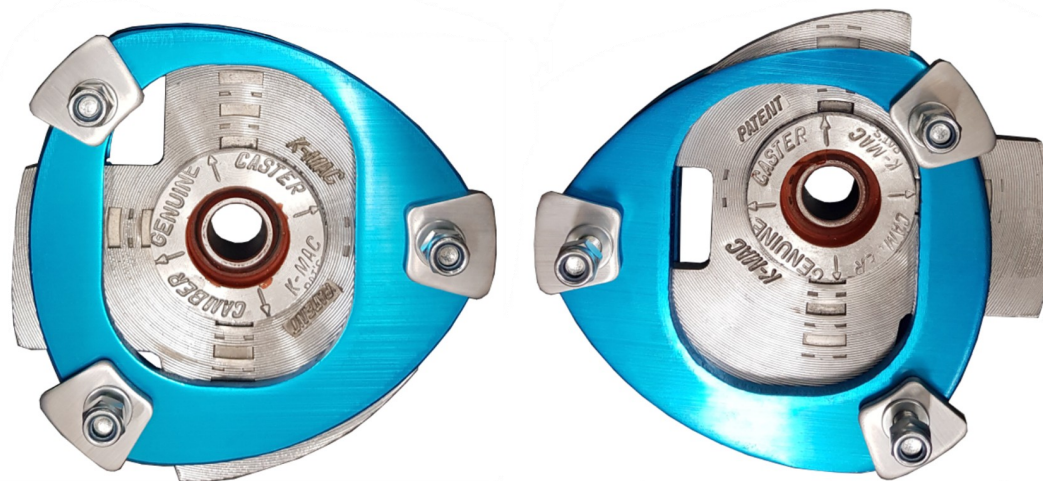


If smaller 60-70mm I.D.
Coil overs fitted use the
60mm O.D. or 65mm
O.D. elastomer KMAC
seats supplied.

WORLDS LARGEST RANGE AUDI TO VOLVO (BMW all 1966 - 2024)
Longest established, most experienced manufacturer Front and Rear
CAMBER, CASTER, TOE ADJUSTER KITS

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

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

This side showing
"CENTER" position



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

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 - 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

#195216-3L
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FRONT #195216-3L STAGE 3 (FULL RACE)

BMW MINI MKII R55,56,57,58,59,60,61 (11/05-14)

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

- ✓ **Biggest Adjustment** - Up to race winning 2.5°'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 fully sealed
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

- **FRONT** - Also 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 !