

**ALL ALLOY**  
**VERY HIGHEST 7075 GRADE**



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

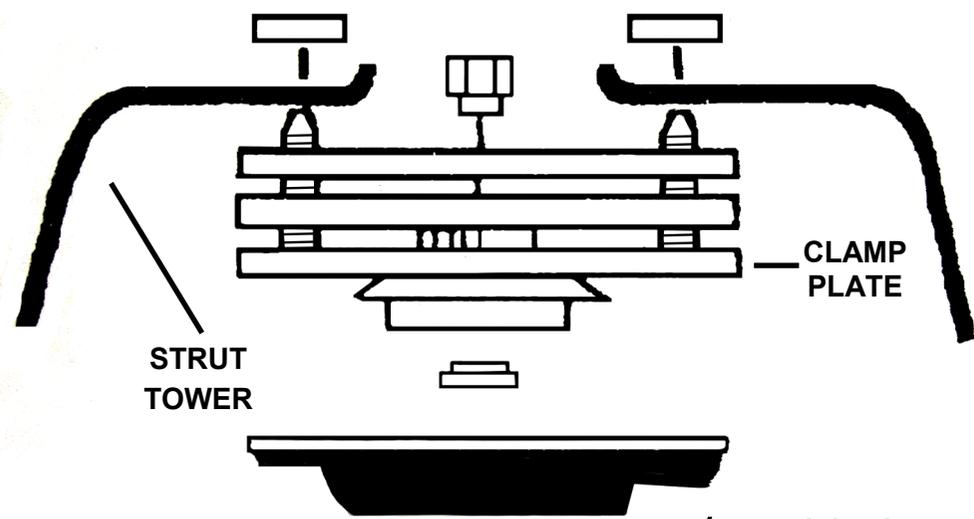
# FULL RACE CAMBER & CASTER

*Biggest Adjustment Range*

**STAGE 3 - Extra H/Duty Spherical Bearings (PTFE lined) - Self aligning (Replaceable)**

- ✓ 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<sup>mm</sup> O.D (or 65<sup>mm</sup> O.D if up to 70<sup>mm</sup> Coil overs) fitted.

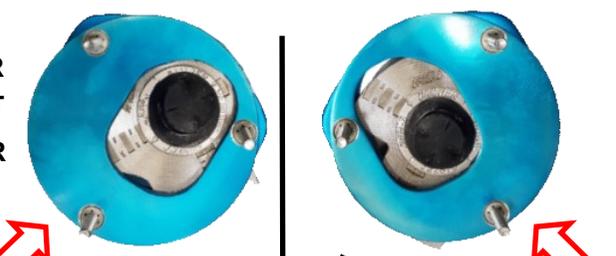
**1. KMAC Coil Seat**  
 (if OEM diam. Springs)

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

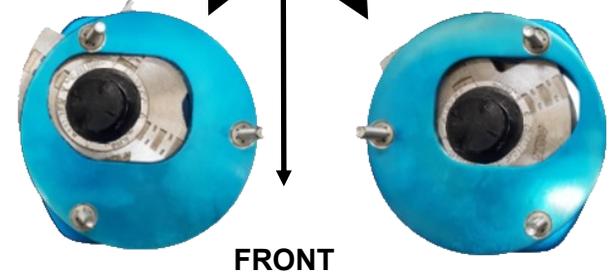
**Kit (Centers) are 'Left' and 'Right' hand offsets**  
 THEREFORE BEFORE INSTALLING / ADJUSTING  
 (Select Center hole position that will achieve best results!)

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.



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



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## 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 #570216-3L STAGE 3 (FULL RACE)**

**Leyland '73-'74 P76**

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

**STAGE 3** Solid - No elastomer / flex for  
Tauter, quicker response times

- ✓ **Biggest Adjustment** - Up to race winning 2.5<sup>0</sup>'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) (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 !*