

ALL
ALLOY
VERY
HIGHEST
7075 GRADE



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

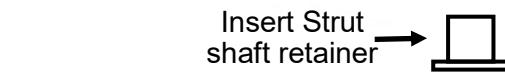
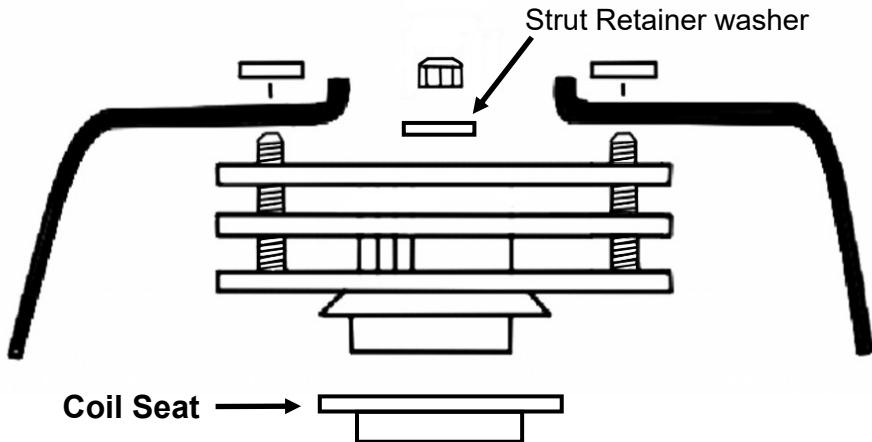
FULL RACE CAMBER & CASTER

Bigest Adjustment Range

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

- ✓ H/Duty self align spherical bearings (PTFE lined)
- ✓ Fit (and can) adjust with strut brace

Centers are Replaceable for virtual lifetime usage



If lowering ensure
bump stop has
clearance / shock
travel. (reduce / cut
top off KMAC stop)

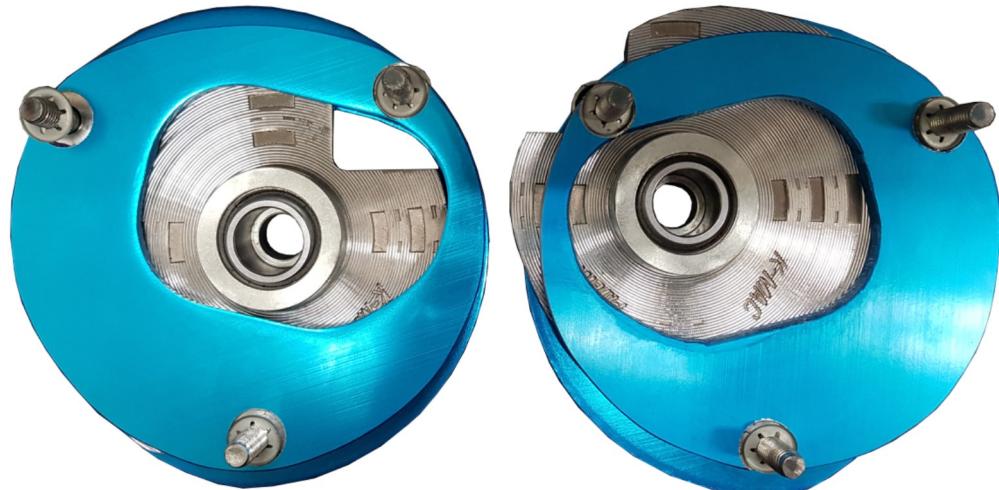


Simply replaces original strut 'upper' mounts

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

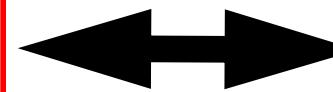
Kits (Centers) are "Left" and "right" hand offsets.

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



(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.

- From Engine bay, loosen the '3' the TOP KMAC NUTS on strut tower.
- Use large screwdriver to lever / ratchet KMAC adjuster mount Crossways for Camber (rear to increase positive Caster).
- Once optimum setting obtained KMAC NUTS - **HAND WRENCH TORQUE TO 27Nm (20ft.lbs) NOT IMPACT GUN!**
 - * Full adjustment - Check clearance top spring seat to Inside of Strut tower on steering rotation



FRONT #501716-3L Stage 3 (FULL RACE)

MERCEDES W124, W129

FRONT CAMBER (and CASTER) FOR THE 1st TIME

- ✓ Biggest Adjustment - Up to race winning 2°'s Neg.
- ✓ 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 - Also lower inner performance bushings (precisely Camber & Caster adjustable - doubling existing adjustment range)
- REAR - Adjustable Camber (& extra Toe) bushings for the rear - allowing adjustment for the 1st time.

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 !