

ALL
ALLOY VERY
HIGHEST
7075 GRADE



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

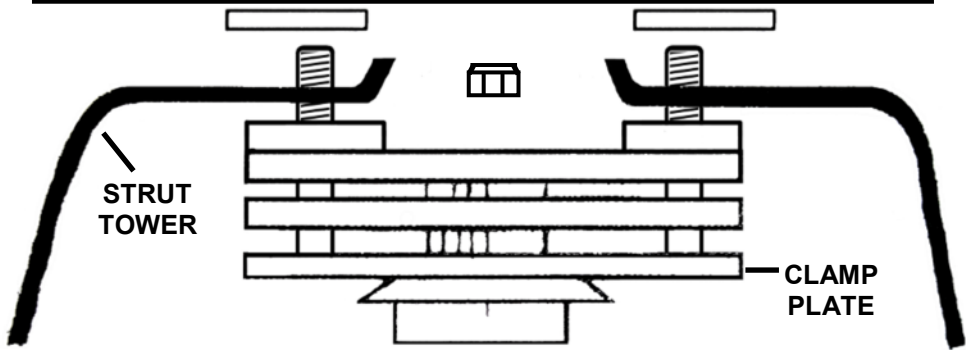
STREET / RACE CAMBER & CASTER Replaceable Centers

STAGE 2 - Similar to OEM Centers - but Elastomer (not rubber) for performance and extended wear life

- ✓ Separate (massive 85") diameter fully sealed thrust bearings for steering loads - prevent spring drag / binding.
- ✓ Fit (and can) adjust with strut brace
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)

RACE DAYS...

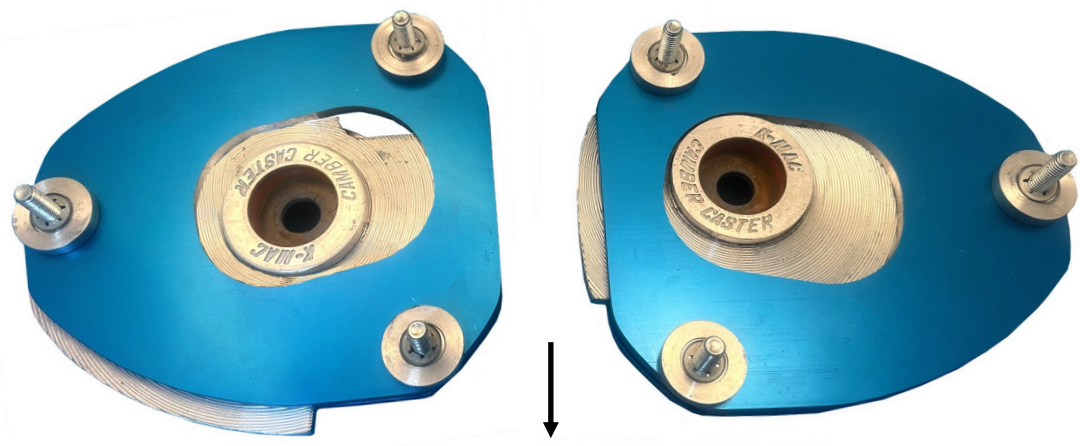
Record separate settings (and Toe) for extra Neg. Camber.
Significantly lowering of lap times through. . . .
Reduced understeer, Improved cornering, traction & braking response.



ASSEMBLY:

1. KMAC Coil Seat (if OEM diam. Springs) OR
2. Install (tap in) Alloy Retainer for below Dust cover
Use smaller elastomer Seats 60^{mm} O.D. (or 65^{mm} O.D. if up to 70^{mm} Coil overs) fitted.
3. OEM dust cover
With OEM bump stop

- Kit (centers) are 'Left' and 'Right' hand offsets.
- Can adjust for extra Positive or Negative Camber.
- Also can adjust to rear for extra Positive Caster.



FRONT

This side showing "CENTER" position

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

FITTING

Simply replaces original strut 'upper' mounts
(All items above Coil spring except for OEM dust cover and bump stop)

Refer manufacturer's workshop Manual re removal and installation
Observe all safety procedures

ALIGNING - NO NEED TO JACK TO ADJUST

- A. From Engine bay, loosen the '3' the TOP KMAC NUTS on strut tower.
- B. Use large screwdriver to lever / ratchet KMAC adjuster mount Crossways for Camber (rear to increase positive Caster).
- C. Once optimum setting obtained KMAC NUTS - **HAND WRENCH TORQUE TO 27Nm (20ft.lbs) NOT IMPACT GUN!**

© KMAC Align 2024 #502916-2L



FRONT #502916-2L (STREET / RACE)

Coil spring
Models

ALL W212, W218 incl. AMG

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

- ✓ **Biggest Adjustment** - Up to race winning 2.5^{0's} Neg.
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** - Similar to OEM but elastomer (not rubber) for performance & extended wear life
- ✓ **Steering Loads** - Separate 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
- **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 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 !