

ALL  
ALLOY  
VERY  
HIGHEST  
7075 GRADE



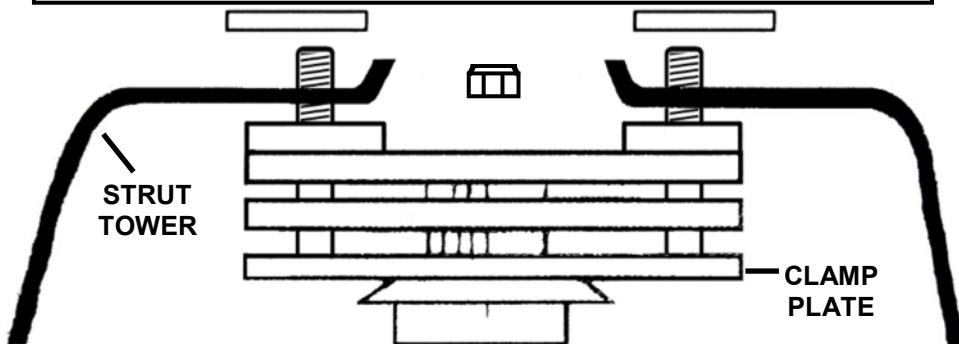
GENUINE KMAC... ALSO INCLUDES  
SEPARATE RADIAL THRUST  
BEARINGS FOR STEERING LOADS!  
PREVENT SPRING DRAG / BINDING

# STREET / RACE CAMBER & CASTER Replaceable Centers

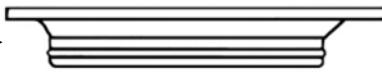
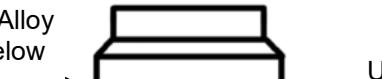
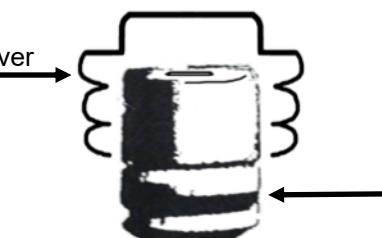
- STAGE 2 - Similar to OEM Centers - but Elastomer (not rubber) for performance and extended wear life
- ✓ Separate (massive 85") diameter fully sealed thrust bearings for steering loads - prevent spring drag / binding.
- ✓ Fit (and can) adjust with strut brace
- ✓ Fit With or Without Adj. Coil Overs (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.

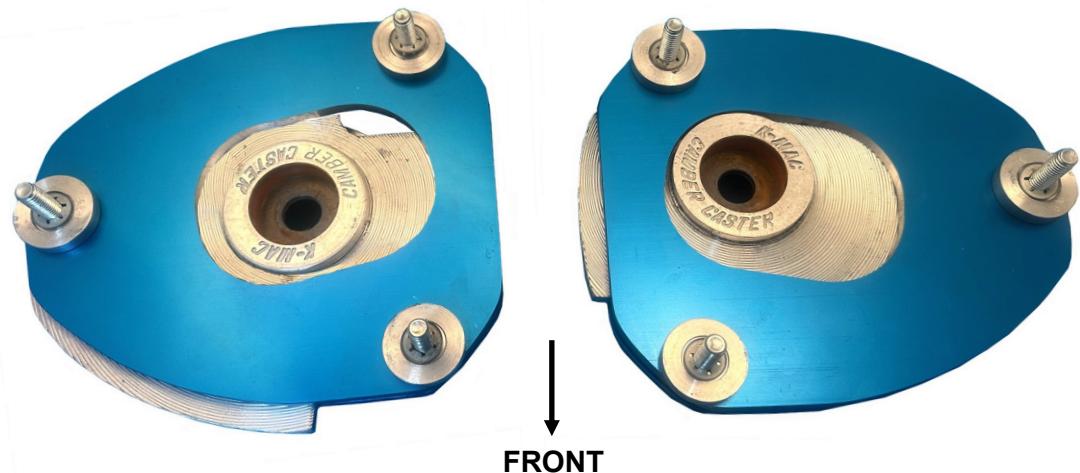


### ASSEMBLY:

1.  KMAC Coil Seat (if OEM diam. Springs)  
OR
2.  Use smaller elastomer Seats 60mm O.D. (or 65mm O.D. if up to 70mm Coil overs) fitted.
3.  OEM dust cover  
With OEM bump stop

© KMAC Align 2024 #502916-2L

- 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.



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

- 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!**



## 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°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.

**Includina uniaue 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 !*