

ALL  
ALLOY VERY  
HIGHEST  
7075 GRADE



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

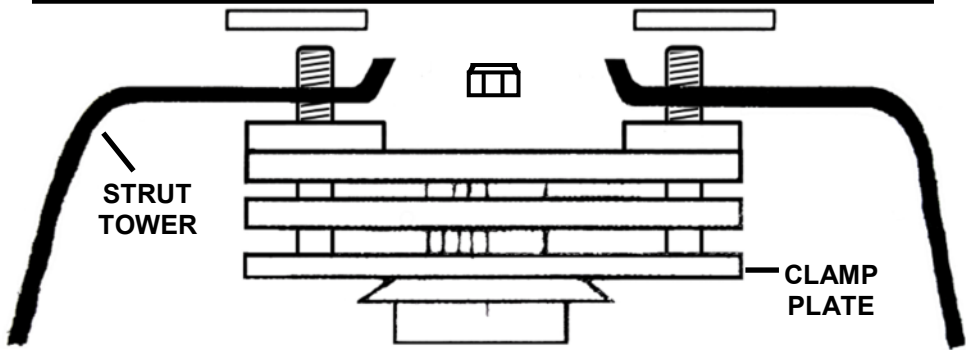
# STREET / RACE CAMBER & CASTER Replaceable Centers

**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...

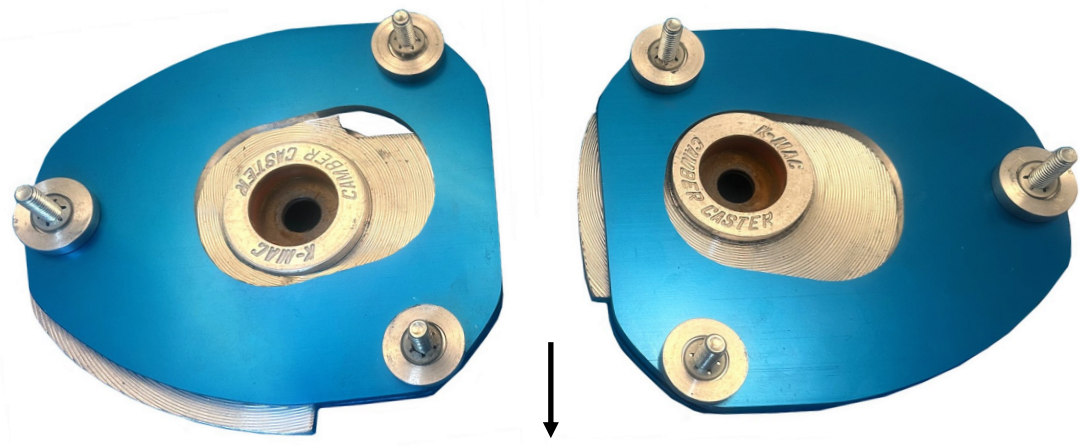
Record separate settings (and Toe) for extra Neg. Camber.  
Significantly lowering of lap times through. . .  
Reduced understeer, Improved cornering, traction & braking response.



## ASSEMBLY:

1. KMAC Coil Seat (if OEM diam. Springs) OR
  2. Install (tap in) Alloy Retainer for below Dust cover
  3. OEM dust cover
- 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.
- 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!**

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**OTHER POPULAR SUSPENSION  
UPGRADES *ALSO MANUFACTURED***

**FRONT** - Upgraded Lower Arms bush kit Lower inner for Precise Camber adjustment. Front thrust arm bushes for Caster (Mono ball / 2 axis allowing also improved brake & steering response). KMAC unique patented design - Single wrench adjustable - accurately "under load" direct on alignment rack. **#502616K**

**REAR** - Camber also for the 1st. Time (and extra Toe to compensate) lower arm bush adjusters - precisely adjust single wrench, accurately (under load). Moving bottom of tire inwards (or out for extra track width) Unlike upper Camber arms that are difficult to access / adjust and need to reduce "important clearance" top of tire to outer fender when wanting to prevent premature inner edge tire wear. **#502226K**

**REAR** - Upgraded bushings for the '6' Multi Link Arms. Significant improvement to rear end stability - less twitch / flex / loss of traction. Especially when applying power to lane change / overtake. **#502628K**



**#503016-2L (STREET / RACE)**

**Mercedes W204/X, X207/A**

Incl. AMG / Black Series

**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.
- 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 !*