

ALL ALLOY
VERY HIGHEST 7075 GRADE



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

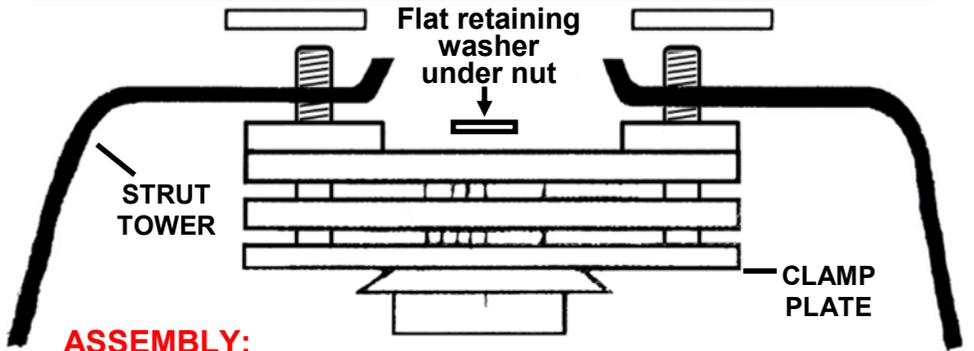
FULL RACE CAMBER & CASTER Replaceable Centers

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

- ✓ Extra H/Duty Self Align Spherical Bearings (PTFE lined)
- ✓ 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...

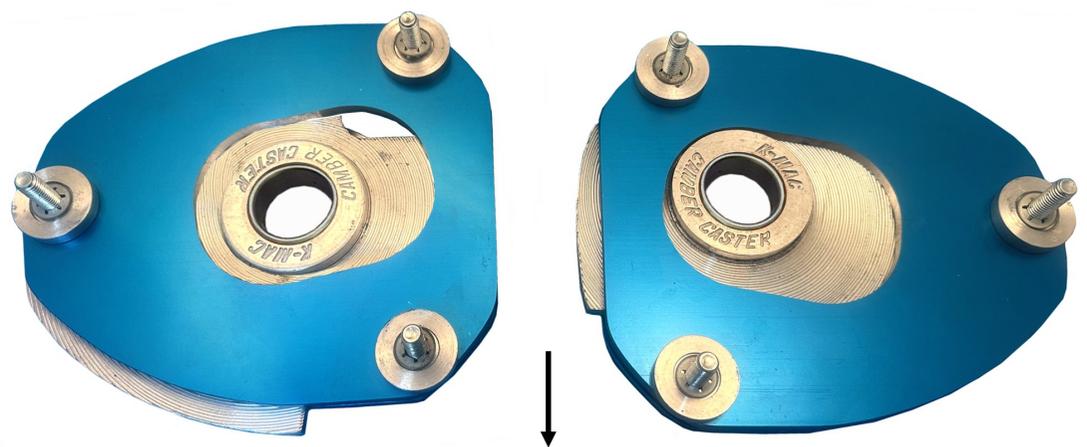
Record separate settings (and Toe) for extra Neg. Camber. Significantly lowering of lap times through... Reduced understeer, Improved cornering, traction & braking response.



ASSEMBLY:

1. Insert Strut shaft retainer →
2. → KMAC Coil Seat (if OEM diam. Springs) OR
3. 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.
4. 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.



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. #502226J

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



#503016-3L (FULL RACE)

Mercedes W204, X204, X207 / A207 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 2.5⁰'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 !