

ALL
ALLOY
HIGHEST
7075 GRADE



GENUINE KMAC . . . ALSO INCLUDES
SEPARATE RADIAL THRUST
BEARINGS FOR STEERING LOADS!

STREET/RACE CAMBER & CASTER

Bigest Adjustment Range

WITH ELASTOMER MOUNTS TO EXTEND LIFE

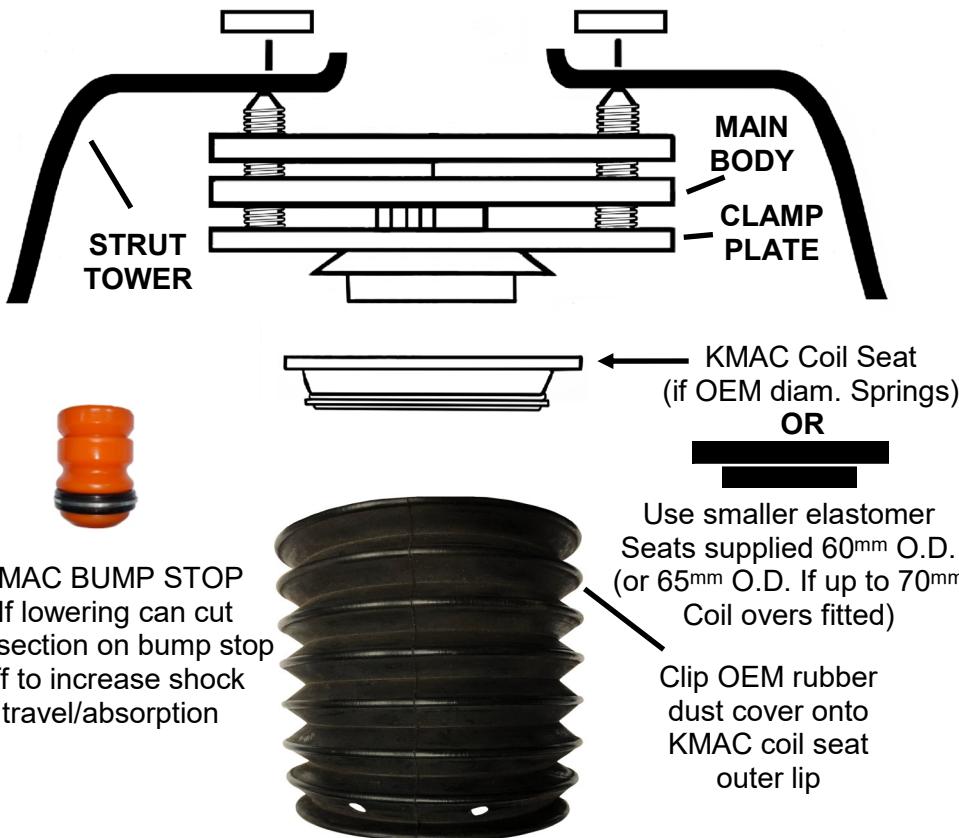
- ✓ Extra H/Duty Self Align Spherical Bearings (PTFE lined)
- ✓ Separate (massive 85") diameter fully sealed thrust bearings for steering loads - prevent spring drag / binding.
- ✓ Fit (and can) adjust with strut brace
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)

RACE DAYS . . .

Record separate settings (and Toe) for extra Neg. Camber.

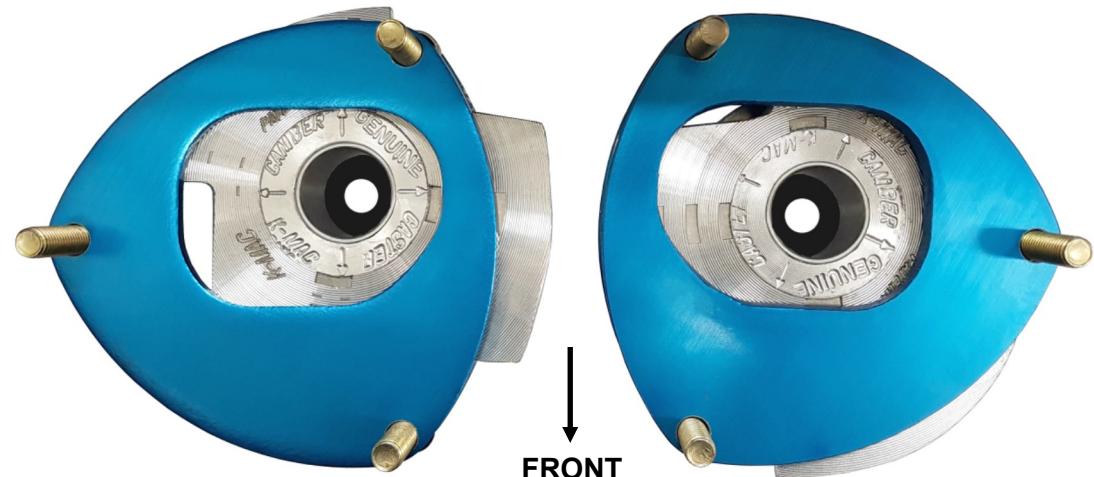
Significantly lowering of lap times through . . .

Reduced understeer, Improved cornering, traction & braking response.



KMAC BUMP STOP
If lowering can cut
top section on bump stop
off to increase shock
travel/absorption

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



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

This side showing
"CENTER" position

FITTING

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

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!**

ALL PART OF A TOTAL SYSTEM

(OEM no Camber or Caster to adjust tire contact angles)

BESIDES FRONT ADJUSTABLE UPPER STRUT MOUNTS:

ALSO . . .

REAR CAMBER (and EXTRA TOE) adjustment

Simply replacing the lower inner arm bushings (extraction tool supplied) - fit without need for arm removal. Precise single wrench adjustment - accurately under load direct on alignment rack.

#506126K

ALTERNATIVELY - Complete replacement lower arms. Precise Camber adjustment (incl. Extra Toe adjustment). **#506126-2Q**

FOR PERFORMANCE TRACK DAYS

● REAR TRAIL ARM FRONT MOUNT BUSHINGS -

Monoball / 2 Axis design eliminating the OEM soft rubber and air voids. Resulting in less flex, enhanced cornering stability by containing side loads / G forces. **#506128K**

● REAR UPATED BUSHINGS FOR THE 6 MULTI LINK ARMS:

Tauter response, less wheel tramp, loss of traction. Plus with KMAC Mono ball / 2 Axis design allowing arms to travel through their required suspension arcs without binding, locking up. **#506128-1J**

● FRONT LOWER ARM INNER BUSHINGS -

Camber and Caster adjustable - Also allowing extra track width **#506116-4L**

● FRONT CAMBER ADJUSTMENT FOR THE 2 BOLT LOWER STRUT MOUNTS

Twice adjustment range of the downsize weakened "crank bolt" design **#120216 D**



FRONT #506116-2 Stage 2 (Street/Race)

**Mercedes ('13-'22) A, B, CLA, AMG
(W176, W246, C117, X156)**

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

- ✓ **Biggest Adjustment** - Up to race winning 3⁰'s Neg. 1.5 Pos.
- ✓ **Quickest Adjustment** - Change Camber & Caster - Street/Race from engine bay and with strut brace fitted
- ✓ **Centers Extra H/Duty** - Self align spherical bearings (PTFE lined) with elastomer for extended wear life (replaceable.)
- ✓ **Steering Loads** - Separate thrust bearings (85mm diam. Fully sealed) also preventing spring drag / binding
- ✓ **KMAC not steel** - or soft billet alloy but ultimate highest aircraft 7075 grade aluminum and no mods to fit

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 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 !