

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 Biggest Adjustment Range

Centers extra H/Duty Self Align Spherical Bearings (PTFE Lined) with elastomer to extend wear life (Replaceable)

TRACK DAYS

Further reduce Negative Camber / Understeer

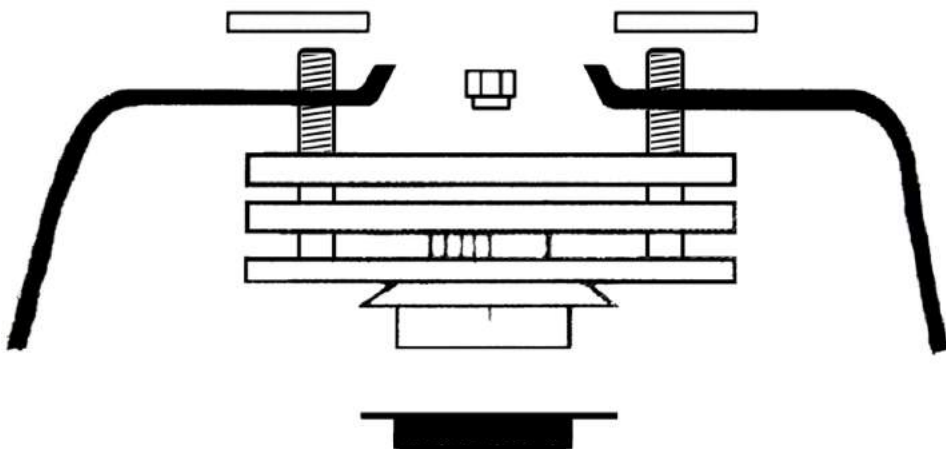
Front lower arm inner "Camber" adjustable bushes
(also includes thrust arm bushes to adjust Caster settings - Mono ball / 2 axis improving brake & steering response) #502616K

- ✓ Fit (and adjust) with strut brace fitted
- ✓ Fit With or Without Adj. Coil Overs (60-70mm I.D.)
- ✓ Centers are Replaceable for virtual lifetime usage

TRACK DAYS...

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

Significantly lowering of lap times through...
Reduced understeer, Improved cornering, traction & braking response.



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



This side showing
"CENTER" position

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' top mount 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, tighten to 27Nm (20ft.lbs)

**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. **#503516K**

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. **#501526J**

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. **#501528K**



CAMBER & CASTER FOR THE 1ST. TIME #502616-2

Suit Mercedes C209 Black Series

(and accurate-underload direct on alignment rack)

ONLY 'TOE' DIRECTIONAL ADJUSTMENT OEM
(New Car Industry Best Kept Secret)

- ✓ **Biggest Adjustment** - Up to race winning 3^{0's} Neg. KMAC patented design also incl. top coil seats (OEM diam. And all brands 60-70mm I.D Coil overs).
- ✓ **Quickest Adjustment** - Change Camber & Caster settings - 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 radial thrust bearings (H/ Duty fully sealed) and preventing spring drag / binding
- ✓ **KMAC Unlike other brands** - not steel or soft billet alloy but ultimate highest aircraft 7075 grade aluminum 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. 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 !