

K-MAC FOCUS FRONT CAMBER & CASTER KIT BOLT-ON REAR CAMBER ALSO MNF.

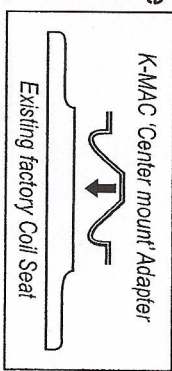
* PATENTED SYSTEM

QUICKEST / BIGGEST ADJUSTMENT - SUPERCEDES SLOTTED ADJUSTERS
 CHANGE FROM ROAD TO RACE SETTINGS IN THE TIME TAKEN TO SIMPLY LOOSEN THE 3 TOP OF STRUT MOUNT NUTS.

... AND WITH K-MAC THERE IS NO HEIGHT INCREASE OR ... SIDE LOAD ON BEARINGS !
(unlike other designs which cause premature failure)
 * Original plastic encased bearings are replaced with extra heavy duty "Self Aligning" Pillow ball bearings (replaceable).

ASSEMBLY

1. If using Original factory top coil seats (not Adjustable Coil overs) delete the original factory bearing from center of coil seat and replace with the special K-MAC center mount adapter (as in diagram).
 - Alloy disc on top of K-MAC mount (so under tower).
 - Top plate (has spacers underneath) on top of the strut tower.



TAKE ALIGNMENT READINGS FIRST

FITTING

(Check mount position)

2. Simply replaces original strut 'upper' mounts.

(Replace the original top strut nut with the special K-MAC stepped nut supplied)
 Refer manufacturer's workshop manual re removal and installation.
 Observe all Safety procedures.

ALIGNING

NO NEED TO JACK TO ADJUST

3. From engine bay, loosen the '3' top nuts for strut tower upper mount.
- B. Use large screwdriver to lever / ratchet K-MAC adjuster mount crossways for CAMBER, then lengthways for required CASTER.
- C. Once optimum settings obtained, tighten the TOP K-MAC mount plate to 32Nm (23 ft/lbs).

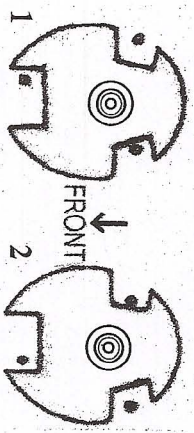
K-MAC LEADERS IN SUSPENSION ENGINEERING FOR MASS PRODUCED AUTO'S SINCE 1964
 - ALFA to VW - Front / Rear (Unique Patented Design Kits - Over 300 Makes and Models)

- 3 STRUT TOP MOUNT HOLES ARE EVEN SPACING
- THEREFORE BEFORE INSTALLING / ADJUSTING - Select Center hole position that will achieve best results.

NOTE: If different setting required (one side ONLY) simply reposition mount. EXAMPLE: Reposition Fig. 2 to position 5 - so more Positive camber (while other side has more Negative camber).

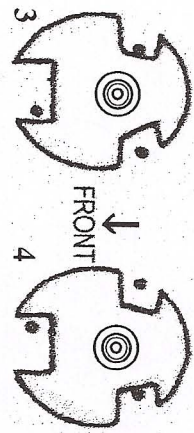
A. If OUTER TIRE WEAR -

MOUNT POSITION FOR NEGATIVE (-) CAMBER and EXTRA POSITIVE (+) CASTER. (Center hole Inwards and to Rear).



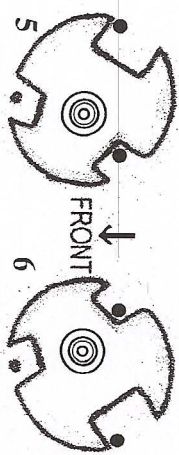
B. If INNER TIRE WEAR -

MOUNT POSITION FOR POSITIVE (+) CAMBER and EXTRA POSITIVE (+) CASTER. (Center hole Outwards and to Rear).



*C. RACE/COMPETITION - MOUNT

POSITION FOR MAXIMUM NEGATIVE (-) CAMBER.



*C. - RACE/COMPETITION [MAXIMUM ADJUSTMENT]

- 24 mm (15/16") TRAVEL - POS. OR NEG. (With coil overs - 60 mm / 2 1/2" diameter coils)
- 16 mm (5/8") TRAVEL - POS. OR NEG. (With factory diameter top coil seats)

NOTE: 24 mm (Extra travel) - Need to elongate edge of Tower hole to accommodate the top of strut shaft.