

***SIMPLY THE BEST** ALWAYS 1ST. WITH THE LATEST DESIGN BREAKTHROUGHS
Actual Inventors/Patentees . . .

WISHBONE - Adjustable Ball Joint. **STRUT** - Biggest/Quickest Adjustment. **BUSHINGS** - Single Wrench-On Car



INTERNATIONAL
+612 9556 1799
sales@k-mac.com
118 Hattersley St. Banksia
Sydney 2216 AUSTRALIA

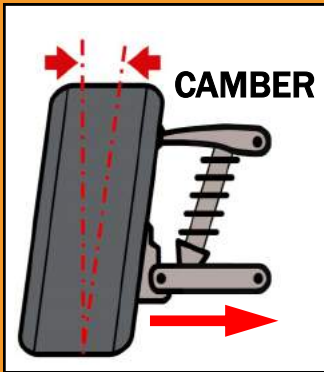
NO DUTY – FREE TRADE
USA – AUSTRALIA
1888 414 0762
Toll Free – 24/7
Average 3/4 Days Delivery
DHL Air \$40 (each extra \$20)

To suit
Incl. all 'M'
and current
'F' Models

BMW 1966 . . . New Generation
2018 ADJUSTABLE STRUT TOPS
and BUSHINGS (INCL. ADJUSTABLE)



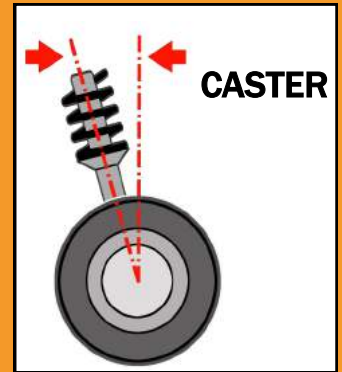
CAMBER & CASTER
ADJUSTMENT KITS ONLY TOE OEM!



NEW CAR INDUSTRIES BEST KEPT SECRET

Since the 1990's cost cutting and the ever increasing speed of assembly lines means only front and rear Toe "directional adjustment" OEM! No Camber to change tire "contact angle" to resolve costly premature edge tire wear, improve traction. No Caster to correctly resolve steering pull and improve steering response.

With K-MAC - Again ongoing full adjustment to suit your own driving conditions - high cambered roads, altered height through lowering or load carrying, fitting wide profile tires or adjust for curb knock damage.



FRONT & REAR SUPERIOR REPLACEMENT BUSHINGS . . .

Worn expensive OEM bushes are replaced at same time with "precisely" adjustable Camber & Caster (Single Wrench) kits - they also being the highest wearing bushes. Advantage with most K-MAC unique patented design bushings over OEM is that they have twice the load bearing area and are 2 axis / mono ball self aligning – without the use of airvoids. Allowing improved braking and steering response.

Front Adjusters
'Strut' Suspension

Street Race Full Race

Patented - Quickest / Biggest Adjustment

Page 4 - 9

Front Adjusters
'Non Strut' Suspension

Bushings Or Arms

F01 - 18
F15 , 16
E70 - 72
Models

Page 5 - 9

Front / Rear Bush kits

Including "2-Axis / Mono Ball" designs
Up to 4 times load bearing area other brands

Patented - Quickest / Biggest Adjustment

Page 10 - 13

"BUSHINGS" – Popular / Quick Reference Guide - See Page 10

WORLD'S LARGEST RANGE

Over 30 makes including. . . Acura, Alfa, Audi, Bentley, BMW, Camaro, Chrysler, Daihatsu, Datsun, Ford, General Motors, Holden, Honda, Hyundai, Infiniti, Iveco, Kia, Land Rover Discovery, Lexus, www.k-mac.com, Mazda, Mitsubishi, Mustang, Mercedes, Nissan, Opel, Porsche, Proton, Rover, Rolls Royce, Saab, Scion, Seat, Skoda, Sprinter, Subaru, Suzuki, Toyota, Tesla, Triumph, Vito, Volkswagen, Volvo

● **COMPETITION PROVEN** ● **BIGGEST ADJUSTMENT** ● **NON SLIP LOCK SYSTEM** ●

FIX IT RIGHT THE 1st. TIME. . . AND ONGOING ADJUSTMENT CAPABILITY!

FACT: Because of the ever increasing speed of assembly lines virtually all today's vehicles only option is to rotate tires - as there is only Front and Rear "Toe" (directional) adjustment OEM! This is all that dealers or alignment shops have to work with to try and resolve costly premature edge tire wear or alignment issues.



Many owners become increasingly frustrated, constantly changing tire brands or going from one dealer or alignment shop to another, not realizing that "FULL FRONT AND REAR ALIGNMENT"- REALITY IS TOE ONLY ADJUSTMENT APPLIES!

That the real problem to their alignment woes is the lack of Front Camber and Caster and Rear Camber adjustment.

MAXIMUM POSSIBLE ADJUSTMENT RANGE

Its no wonder - Experience of Manufacturing Front & Rear kits longer than any other company (In-house - not importing / relabeling, which also allows total control over quality & rapid / constant development). (and always appreciate ideas to further improve)

CAMBER - Allows to actually change the tire "contact angle", resolving costly, premature edge wear by increasing the wear area and also traction. Along with ability to reduce understeer or oversteer.

CASTER - Correctly resolves steering pull, increases steering response, with better turn in and high speed directional control, along with reduced dive / lift under brake and acceleration.

The above Camber and Caster facility's are essential – the proper solution with capability of ongoing, precise adjustment to return vehicle to factory specs anytime. Result of day to day commuting - encountering high cambered roads, altered height through load carrying or lowering, sagged suspension, altering height, fitting wide profile tires / wheels or curb knock damage.

TRACK DAYS - With K-MAC the combination of both "Adjustable" Strut Tops and also Front and Rear Bushing Kits allows to dial in extra negative Camber (and track width) to dramatically reduce understeer. Improving ability to hit those corner apex's every time and go deeper into the corners, with improved traction and braking response. In the pursuit of "front row of the grid" lap times.

At K-MAC we saw this need to design precisely adjustable bolt-on kits, like the OEM adjusters that were once available and provide again the full range of adjustment capability. The unique patented designs for both the strut adjusters and bushing kits means K-MAC kits can be fast and accurately adjusted (under load) direct on alignment rack. Bushings (prior to the K-MAC design breakthrough of "Single Wrench" precise on car adjustment) has always required labour intensive bush removal and then the inaccurate and time consuming trialing / repositioning.

The replacement bush kits provide Camber and Caster for the Front and Camber for the Rear (with Extra Rear Toe adjustment to compensate for this new Camber facility). All are supplied with bush extraction and insertion tubes.

Added bonus is (besides K-MAC strut tops mounts) the 4 front and 4 rear K-MAC bushes also replace the highest wearing suspension bushings. And are designed for durability with more than twice the load bearing area. Most aftermarket brands merely eliminate the OEM air voids in the attempt to improve brake and steering response - but in reality can cause the opposite preventing the multi link / angled suspension arms of today's auto's traveling through their required arcs. Causing binding, locking up and actual breakage. K-MAC bushings where required are mono ball - 2 axis / self aligning. Its no wonder situations in all out competition racing, where Race Safety scrutineers ongoing inspection / evaluation rule only K-MAC bushings allowed to be used. The Rear Camber (and Toe) bushings also decrease rear end flex and can be fined tuned for maximum traction on race days.

ALSO SEE REAR COVER - PRODUCT BACKGROUND "BUSHINGS"



FINALLY FRONT & REAR ONGOING 'PRECISE' ADJUSTMENT

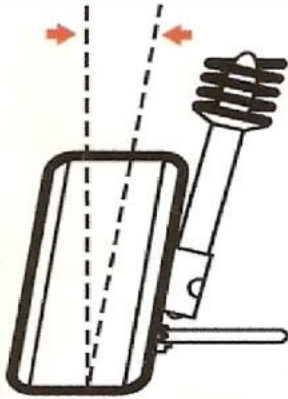
Camber, Caster, Toe



MAJORITY TODAY'S AUTO'S ONLY HAVE 'TOE'

"Directional Adjustment"

Even Exotic BMW 'M' / Mercedes 'AMG' / Porsche '991'



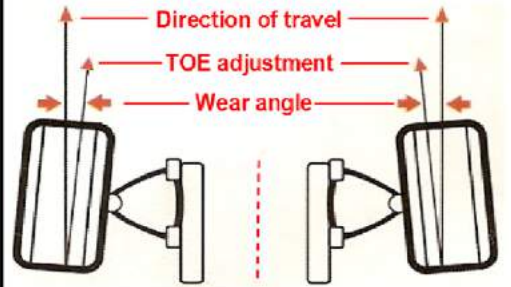
CAMBER Plus CASTER

Adjusts tire "contact angle." **Correctly compensates** for costly, premature edge wear / Improves traction.



Allows improved Hi-speed directional stability

Mit der Spureinstellung alleine wird nur die Verschleissposition verschoben



(NOT JUST "TOE")

Existing (**directional adjustment**) only alters wear position but increases the overall wear rate.

Better steering Response, Resolves steering pull, Quicker turn in and Reduced Dive / Lift on Brake / Acceleration

With K-MAC - Fix it Right the 1st. Time!

AGAIN - FULL FRONT & REAR ALIGNMENT MEANS JUST THAT

"Full" Front & Rear Wheel Alignment - Again means just that!

WHY K-MAC - Strut & Bushing Kit Adjusters - Audi to Volvo

WHAT YOU WOULD EXPECT from a company with the experience of manufacturing kits longer than anyone else. Along with using all out competition motorsport to race test / prove.

Then proudly manufacturing "in-house" (not sourcing cheap imports/relabelling).

RESULT - TOTAL CONTROL OVER QUALITY AND RAPID, CONSTANT DESIGN BREAKTHROUGHS!

50 Years Market Leadership - Through Innovation - Not Imitation

K-MAC AMONGST OTHERS, THE ACTUAL INVENTORS OF – BALL JOINT: Slide adjustable (now the industry standard) along with **BUSHINGS**: On car single wrench – precisely adjustable (no more time consuming removal / repositioning each time). **STRUTS**: 2 Bolt Flange - eliminating undersize "Crank Bolts" fail safe lock system with twice adjustment range. **TOP MOUNTS**: Aperture design - Biggest / Quickest adjustment system. **MUSTANG**: (2005 Up) - K-MAC resolving the need to remove struts to change settings. **CAMARO**: (2010 up) resolving the need to drill strut towers to install. **BMW**: (2014 up 'F' Series) - Strut adjuster for the 1st. Time - both Camber & Caster adjustable.

✓ **Replacement top strut mounts** - Biggest/and Quickest adjustment and Stage 2 and 3 are not steel or soft billet alloy but ultimate hi-strength aircraft 7075 grade aluminum. Weight 1 kilo (2.2lbs).

✓ **Fit with or without adjustable coil-overs** with Stage 2 and 3 strut tops also fitting all brands Coil-Overs 60-70mm I.D.. Include extra heavy duty self aligning (self lubed / PTFE lined) spherical bearings and with K-MAC separate heavy duty radial thrust bearings to absorb steering loads. Stage 2 and 3 centers are also replaceable for virtual lifetime usage.

✓ **And with K-MAC bushings** - over 50 years of ongoing design experience means constant improvements – Mono ball / self aligning bushes (without the use of OEM air voids) and with twice the load bearing area for extended life. Also allowing improved brake and steering response. Its no wonder situations where Race Safety scrutineers insist only K-MAC bushes to be used.

• **COMPETITION PROVEN** • **BIGGEST ADJUSTMENT RANGE** • **NON-SLIP LOCK SYSTEM** •

FRONT STRUT TOPS CAMBER & CASTER

Latest **Series4** Patented Designs

BIGGEST RANGE 4.5 DEGREE EXTRA NEG. CAMBER • Strut Tops '3' • Bushes '1.5'

BUSHINGS ⁴

Front & Rear
See Page 10-13

2018 Incl. all
(Front & Rear)
"F" SERIES and

Designed to fit with OEM diam. Coils or all strut brands (60-70mm) I.D. coil overs.

Replacement "no" Modifications



STREET Captive Ball Race thrust bearings with Elastomer **STEEL**

Elastomer bushings to extend life / commuter use. Thrust bearings for steering loads.



STREET / RACE Self align Spherical Bearings with Elastomer **ALL ALLOY - Ultimate 7075 grade**

Also features "Top Seats" with separate thrust bearings for steering loads. Suit OEM (and all 60-70mm Coil Overs)



FULL RACE Self align Spherical Bearings **ALL ALLOY - Ultimate 7075 grade**

Also features "Top Seats" with separate thrust bearings for steering loads. Suit OEM (and all 60-70mm Coil Overs)

Don't Be Sold Substitutes
SIMPLY THE BEST



K-MAC - EXPERIENCE OF MANUFACTURING KITS LONGER THEN ANY OTHER COMPANY!
BMW FRONT & REAR - ALL 1966 to 2018

CHECK LIST - Re All The Features Not Found In Other Brands. . . F20 - F83/87 1/2/3/4 Series incl. 'M'

✓ Biggest adjustment range Camber (and also Caster). ✓ Quickest to change both settings. ✓ Fit also with "Adaptive Suspension" and / or Strut brace. ✓ No height increase. K-MAC unique design also allows "full" shock travel / absorption. ✓ Manufactured — not from steel or soft billet alloy but ultimate/highest aircraft 7075 grade aluminum. ✓ Includes separate H/Duty radial thrust bearings for steering loads / prevent noise / spring drag / binding. ✓ Fit with OEM diam springs or all brands of coil overs (60 - 70mm I.D.)!

• **STAGE 2 (STREET / RACE)** - "Centers" similar to OEM but elastomer not rubber for improved steering response and day to day commuting.

• **STAGE 3 (FULL RACE)** - "Centers" Extra H/Duty (Twice Industry Standard) Self align spherical bearings (Self lubed - PTFE lined). No elastomer / flex for Tauter / Quicker response

• **STAGE 2 & 3 Centers are also replaceable for virtual lifetime usage.**

• Also see page 11 Front "Lower Arm" Camber (& Caster) bushings

ADJUST FOR EVEN TIRE WEAR OR RACE DAYS

REDUCE UNDERSTEER - DEEPER INTO CORNERS WITH INCREASED TRACTION & BRAKING RESPONSE

BMW 1, 2, 3 & 4 Series (Incl. 'X' - also see page 7 - 'M' Series Page 8)

F20, F21 '1' ('11-'18) F22, F23 '2' ('14-'18) F87 'M2' ('16-'18)	Front Camber & Caster (3/5 bolt strut mount)	Stage 2 kit (Street / Race)	#192616-2 N pair	\$695
		Stage 3 kit (Full Race)	#192616-3 N pair	\$695
F45 '2' Active Tourer ('14-'18) F46 '2' Gran Tourer ('15-'18) F48 X1 ('15-'18)	Front Camber & Caster	Stage 2 kit (Street / Race)	#195316-2 N pair	\$695
		Stage 3 kit (Full Race)	#195316-3 N pair	\$695
E81, E82, E87, E88 '1' ('04-'14)	Front Camber & Caster	Stage 1 kit (Street)	#192416-1 J pair	\$380
		Stage 2 kit (Street / Race)	#192416-2 L pair	\$545
		Stage 3 kit (Full Race)	#192416-3 L pair	\$545
F30, F31, F35 '3' ('12-'18) F32, F33, F36 '4' ('14-'18) Incl. 'X'Drive	Front Camber & Caster (3/5 bolt strut mount)	Stage 2 kit (Street / Race)	#192616-2 N pair	\$695
		Stage 3 kit (Full Race)	#192616-3 N pair	\$695
F80 'M3', F82 / F83 'M4' ('14-'18)	Front Camber & Caster (3/5 bolt strut mount)	Stage 2 kit (Street / Race)	#192716-2 P pair	\$795
		Stage 3 kit (Full Race)	#192716-3 P pair	\$795
E90, E91, E92, E93 '3' ('05-'11) ('M' see page 8), E46 '3' ('98-'05) ('M' see page 8) E36 '3' 316, 318, Roadster / Z3 ('91-'03), 320, 323, 325 (7/92-'98). (E36 'M', Z3'M' Stage 2 & 3 see page 8)		Stage 1 kit (Street)	#192416-1 J pair	\$380
		Stage 2 kit (Street / Race)	#192416-2 L pair	\$545
		Stage 3 kit (Full Race)	#192416-3 L pair	\$545

BMW 3 Series cont.

5

E36 '3' 320, 325 ('91-6/92).		E30 '3' ('82-'94) Incl. 'M'	
Front Camber & Caster	Stage 1 kit (Street)	#192316-1 J pair	\$380
	Stage 2 kit (Street / Race)	#192316-2 L pair	\$545
	Stage 3 kit (Full Race)	#192316-3 L pair	\$545
Front Camber & Caster	Stage 1 kit (Street) E30 Incl 'M'	#193316-1 J pair	\$380
	Stage 2 kit (Street / Race) E30 Incl 'M'	#193316-2 L pair	\$545
	Stage 3 kit (Full Race) E30 Incl 'M'	#193316-3 L pair	\$545
E21 '3' ('75-'83), 1502 - 2002 ('66-'77)			
Front Camber & Caster	Stage 1 kit (Street) 1502-2002, E21	#192016-1 J pair	\$380
	Stage 2 kit (Street / Race) 1502-2002	#192016-2 L pair	\$545
	Stage 3 kit (Full Race) 1502-2002	#192016-3 L pair	\$545
Front Camber & Caster	Stage 2 kit (Street / Race) E21	#191916-2 L pair	\$545
	Stage 3 kit (Full Race) E21	#191916-3 L pair	\$545

BMW 5 Series

F07, F10, F11, F18 ('11-'17) NON-STRUT MODELS - Bushings Camber & Caster (or Top Arms - Camber only)

3" S
POS/NEG.

* 2 Axis / Mono Ball *

***CAMBER adjustable "BUSHES"**

***CASTER adjustable "BUSHES" (incl. 'M')**



Improve traction, Resolve premature inner edge tire wear. Design retains important clearance top of tire to outer fender by moving bottom of tire inwards. (While - adjusting for Negative Camber increases track width). #194516-1J \$380
'M' #194516-3K \$480



Improves hi-speed directional control, anti-dive /lift with better braking and steering response. Resolves steering pull. #194516-2 J \$380



*** ABOVE CAMBER (lower control arm inner) and *CASTER (inner thrust arm) bushes are precisely adjustable - Single wrench accurately (under load) on vehicle. Unique K-MAC patented design. No special tools required. K-MAC BUSHES PREVENT PREMATURE FAILURE - SELF ALIGNING WITH TWICE THE LOAD BEARING AREA OF OEM.**

CAMBER (only) adjustable "TOP ARMS" Caution: Adjusts top of tire outwards if using to reduce inner edge tire wear. (Wide tires/rims fitted - check if sufficient clearance top of tire to outer fender). #194516-4 K pair \$480

E60, E61 ('03-'10) ('M'Series Stage 1,2&3 See Page 9)			
Front Camber & Caster	Stage 1 kit (Street)	#192416-1 J pair	\$380
	Stage 2 kit (Street / Race)	#192416-2 L pair	\$545
	Stage 3 kit (Full Race)	#192416-3 L pair	\$545
E39 '5' 518, 520, 523, 525, 528, Z8 ('96-'04)		530, 535, 540 ('96-9/97) Incl. 'M'	
Front Camber & Caster	Stage 1 kit (Street)	#192416-1 J pair	\$380
	Stage 2 kit (Street / Race)	#192416-2 L pair	\$545
	Stage 3 kit (Full Race)	#192416-3 L pair	\$545
E39 '5' 530, 535, 540 (10/97-'04) Incl. 'M'			
Front Camber & Caster	Stage 1 kit (Street)	#193616-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193616-2 L pair	\$545
	Stage 3 kit (Full Race)	#193616-3 L pair	\$545
E34 '5' 530, 535, 540, Incl. M5 ('88-'96), 525 ('88-8/92), 518, 520, 524 ('88-6/90) Incl. 'M'			
Front Camber & Caster	Stage 1 kit (Street)	#193416-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193416-2 L pair	\$545
	Stage 3 kit (Full Race)	#193416-3 L pair	\$545
E34 '5' 525 (9/92-'96) 518, 520, 524 (7/90-'96) Incl. 'M'. E28 '5' ('82-'88) Incl. M			
Front Camber & Caster	Stage 1 kit (Street)	#193316-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193316-2 L pair	\$545
	Stage 3 kit (Full Race)	#193316-3 L pair	\$545
E12 '5' (9/76-'81)			
Front Camber & Caster	Stage 1 kit (Street)	#193216-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193216-2 L pair	\$545
	Stage 3 kit (Full Race)	#193216-3 L pair	\$545
E12 '5' ('72-8/76)			
Front Camber & Caster	Stage 1 kit (Street)	#193116-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193116-2 L pair	\$545
	Stage 3 kit (Full Race)	#193116-3 L pair	\$545

F06, F12, F13 '6' ('11-'18) NON-STRUT MODELS - Bushings Camber & Caster (or Top Arms - Camber only)

*** 2 Axis / Mono Ball ***

**3"±
POS/NEG.**

***CAMBER adjustable "BUSHES"**

Improve traction, Resolve premature inner edge tire wear. Design retains important clearance top of tire to outer fender by moving bottom of tire inwards. (While - adjusting for Negative Camber increases track width). **#194516-1J \$380**
'M' #194516-3K \$480



***CASTER adjustable "BUSHES" (Incl - 'M')**

Improves hi-speed directional control, anti-dive /lift with better braking and steering response. Resolves steering pull. **#194516-2 J \$380**



ABOVE *CAMBER (lower control arm inner) and *CASTER (inner thrust arm) bushes are precisely adjustable - Single wrench accurately (under load) on vehicle. Unique K-MAC patented design. No special tools required. K-MAC BUSHES PREVENT PREMATURE FAILURE - SELF ALIGNING WITH TWICE THE LOAD BEARING AREA OF OEM.

CAMBER (only) adjustable "TOP ARMS"
#194516-4 K pair \$480

Caution: Adjusts top of tire outwards if using to reduce inner edge tire wear. (Wide tires/rims fitted - check if sufficient clearance top of tire to outer fender).

E63, E64 '6' ('03-'10) Excl. 'M'

Front Camber & Caster	Stage 1 kit (Street)	#192416-1 J pair \$380
	Stage 2 kit (Street / Race)	#192416-2 L pair \$545
	Stage 3 kit (Full Race)	#192416-3 L pair \$545

E24 '6' (5/82-'89) Incl. 'M'

Front Camber & Caster	Stage 1 kit (Street)	#193316-1 J pair \$380
	Stage 2 kit (Street / Race)	#193316-2 L pair \$545
	Stage 3 kit (Full Race)	#193316-3 L pair \$545

E24 '6' ('77-4/82) Incl. 'M'

Front Camber & Caster	Stage 1 kit (Street)	#193216-1 J pair \$380
	Stage 2 kit (Street / Race)	#193216-2 L pair \$545
	Stage 3 kit (Full Race)	#193216-3 L pair \$545

BMW 7 Series

F01, F02, F03, F04 '7' ('09-'15) NON-STRUT MODELS -Adj. Bushings Camber & Caster (or Top Arms - Camber only)

*** 2 Axis / Mono Ball ***

**3"±
POS/NEG.**

***CAMBER adjustable "BUSHES"**

Improve traction, Resolve premature inner edge tire wear. Design retains important clearance top of tire to outer fender by moving bottom of tire inwards. (While - adjusting for Negative Camber increases track width). **#194516-1J \$380**



***CASTER adjustable "BUSHES"**

Improves hi-speed directional control, anti-dive/lift with better braking and steering response. Resolves steering pull. **#194516-2 J \$380**



ABOVE *CAMBER (lower control arm inner) and *CASTER (inner thrust arm) bushes are precisely adjustable - Single wrench accurately (under load) on vehicle. Unique K-MAC patented design. No special tools required. K-MAC BUSHES PREVENT PREMATURE FAILURE - SELF ALIGNING WITH TWICE THE LOAD BEARING AREA OF OEM.

CAMBER (only) adjustable "TOP ARMS"
#194516-4 K \$480

Caution: Adjusts top of tire outwards if using to reduce inner edge tire wear. (Wide tires/rims fitted - check if sufficient clearance top of tire to outer fender).

E65, E66, '7' ('02-'08)

Front Camber & Caster	Stage 1 kit (Street)	#194316-1 J pair \$380
-----------------------	-----------------------------	-------------------------------

E38 '7' ('94-'01)

(Smaller diam. coil over use -2 or -3)

Front Camber & Caster	Stage 1 kit (Street)	#193616-1 J pair \$380
	Stage 2 kit (Street / Race)	#193616-2 L pair \$545
	Stage 3 kit (Full Race)	#193616-3 L pair \$545

E32 '7' ('86-'94)

Front Camber & Caster	Stage 1 kit (Street)	#193416-1 J pair \$380
	Stage 2 kit (Street / Race)	#193416-2 L pair \$545
	Stage 3 kit (Full Race)	#193416-3 L pair \$545

BMW 7 Series cont.

7

E23 '7' ('77-'86)

Front Camber & Caster	Stage 1 kit (Street)	#193816-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193816-2 L pair	\$545
	Stage 3 kit (Full Race)	#193816-3 L pair	\$545

E3 '7' 2500, 2.8, 3.0/2/3 ('69-'77)

Front Camber & Caster	Stage 1 kit (Street)	#191716-1 J pair	\$380
	Stage 2 kit (Street / Race)	#191716-2 L pair	\$545
	Stage 3 kit (Full Race)	#191716-3 L pair	\$545

BMW 8 Series

E31 '8' 840, 850 ('90-'00)

Front Camber & Caster	Stage 1 kit (Street)	#192316-1 J pair	\$380
	Stage 2 kit (Street / Race)	#192316-2 L pair	\$545
	Stage 3 kit (Full Race)	#192316-3 L pair	\$545

BMW Z Series ('M' Series Stage 2 & 3 See Page 8)

E89 Z4 ('09-'18) E85 Z4, E86 Z4 ('02-'08) E36/7 Z3, E36/8 Z3 ('96-'02)

Front Camber & Caster	Stage 1 kit (Street)	#192416-1 J pair	\$380
	Stage 2 kit (Street / Race)	#192416-2 L pair	\$545
	Stage 3 kit (Full Race)	#192416-3 L pair	\$545

BMW X Series

F48 X1 ('15-'18)

Front Camber & Caster	Stage 2 kit (Street / Race)	#195316-2 N pair	\$695
	Stage 3 kit (Full Race)	#195316-3 N pair	\$695

F30, 31, 32, 33, 35, 36, 'X'Drive ('15-'18)

Stage 2	#192616-2N
Stage 3	#192616-3N

F25 X3 ('11-'18), F26 X4 ('14-'18)

Front Camber & Caster	Stage 2 kit (Street / Race)	#192916-2 N pair	\$695
	Stage 3 kit (Full Race)	#192916-3 N pair	\$695

E84 X1 ('10-'15) E83 X3 ('03-'10),

Front Camber & Caster	Stage 1 kit (Street)	#192416-1 J pair	\$380
	Stage 2 kit (Street / Race)	#192416-2 L pair	\$545
	Stage 3 kit (Full Race)	#192416-3 L pair	\$545

F15, F85 'M' X5 ('14-'17). E70/'M' X5 ('07-'13). F16, F86 'M' X6 ('14-'17). E71/'M' X6, E72/'M' X6 ('08-'13'). NON-STRUT MODELS - Adj. Bushings Camber & Caster (or Top Arms - Camber only)

3°'s
POS/NEG.

*CAMBER adjustable "BUSHES" * 2 Axis / Mono Ball *

Improve traction, Resolve premature inner edge tire wear. Design retains important clearance top of tire to outer fender by moving bottom of tire inwards. (While - adjusting for Negative Camber increases track width).

F15, 16 #193816-5J #380 F85, 86 #193816-6J \$380
E70-72 #193816I \$345

*CASTER adjustable "BUSHES"

Improves hi-speed directional control, anti-dive/lift with better braking and steering response. Resolves steering pull. #193816-4 J \$380



ABOVE *CAMBER (lower control arm inner) and *CASTER (inner thrust arm) bushes are precisely adjustable - Single wrench accurately (under load) on vehicle. Unique K-MAC patented design. No special tools required. K-MAC BUSHES PREVENT PREMATURE FAILURE - SELF ALIGNING WITH TWICE THE LOAD BEARING AREA OF OEM.

CAMBER (only) adjustable "TOP ARMS" Caution: Adjusts top of tire outwards if using to reduce inner edge tire wear. (Wide tires/rims fitted - check if sufficient clearance top of tire to outer fender).
#194516-4 K \$480

E53 X5 ('99-'06)

*Not air suspension - (See bushings Camber 193616-6 H, Caster 193616-4 i)

Front Camber & Caster	Stage 1 kit	#194116-1 J pair	\$380
-----------------------	--------------------	------------------	-------

BMW MINI (All models)

Cooper, Cooper S, John Cooper Works, Clubman, Countryman, Paceman

*** K-MAC patented design provides the biggest (and quickest) adjustment range both Camber & Caster.**

*** With OEM diam. Springs or all brands of Adj. Coil overs (60-70mm I.D.)**

NOTE: To also provide maximum negative adjustment when using "OEM diam. Springs" — all K-MAC kits feature 2 stage offset top spring seats

. . . . MEANS TRACK DAYS (in the pursuit of pole setting lap times) - Can further reduce understeer, with improved ability to hit those corner apexes every time and to go deeper into the corners with increased brake, traction and steering response

Stage 2 & 3 kit features also include "replaceable" extra H/Duty self align spherical bearings (PTFE lined)

Mini Mk III - F55, F56 ('14-'18) 3 & 5 door hatch

Front Camber & Caster	Stage 2 kit (Street / Race)	#195416-2 N	pair	\$695
	Stage 3 kit (Full Race)	#195416-3 N	pair	\$695

Mini Mk III - F54 ('15-'17), F60 ('16-'18) Clubman / Countryman

Front Camber & Caster	Stage 2 kit (Street / Race)	#195316-2 P	pair	\$795
	Stage 3 kit (Full Race)	#195316-3 P	pair	\$795

Mini Mk II - R55, R56, R57, R58, R59, R60, R61 (11/06-'14)

Front Camber & Caster	Stage 1 kit (Street)	#195216-1 J	pair	\$380
	Stage 2 kit (Street / Race)	#195216-2 L	pair	\$545
	Stage 3 kit (Full Race)	#195216-3 L	pair	\$545

Mini Mk I - R50, R52, R53 (3/02-10/06)

Front Camber & Caster	Stage 1 kit (Street)	#195116-1 J	pair	\$380
	Stage 2 kit (Street / Race)	#195116-2 L	pair	\$545
	Stage 3 kit (Full Race)	#195116-3 L	pair	\$545

Mini Mk I - R50 / R53 ('01-2/02)

Front Camber & Caster	Stage 1 kit (Street)	#195016-1 J	pair	\$380
-----------------------	-----------------------------	--------------------	------	-------

BMW M1 - M2 - M3 - M4 - M5 - M6 - M Coupe / Roadster Series**F87 M2 ('16-'18)**

Front Camber & Caster (3 / 5 bolt mount)	Stage 2 kit (Street / Race)	#192616-2 N	pair	\$695
	Stage 3 kit (Full Race)	#192616-3 N	pair	\$695

F80 M3, F82 / F83 M4 ('14-'18) (Incl. Adaptive Suspension)

Front Camber & Caster (3 / 5 bolt mount)	Stage 2 kit (Street / Race)	#192716-2 P	pair	\$795
	Stage 3 kit (Full Race)	#192716-3 P	pair	\$795

E90, E92, E93 M3 ('08-'14)

Front Camber & Caster	Stage 2 kit (Street / Race)	#193616-2 L	pair	\$545
	Stage 3 kit (Full Race)	#193616-3 L	pair	\$545

E82 M1 ('07-'13)

Front Camber & Caster	Stage 2 kit (Street / Race)	#193616-2 L	pair	\$545
	Stage 3 kit (Full Race)	#193616-3 L	pair	\$545

E36 M3 ('92-'99), Z3 M (92-02)

	Stage 2 kit (Street / Race)	#191916-2 L	pair	\$545
	Stage 3 kit (Full Race)	#191916-3 L	pair	\$545

E30 M3 ('86-'92)

Front Camber & Caster	Stage 1 kit (Street)	#193316-1 J	pair	\$380
	Stage 2 kit (Street / Race)	#193316-2 L	pair	\$545
	Stage 3 kit (Full Race)	#193316-3 L	pair	\$545

BMW M5 - M6 - M Coupe/Roadster Series cont.

E85 Z4 M ('06-'08), E86 Z4 M (02-'08), E89 Z4 (09-18)

Front Camber & Caster	Stage 2 kit (Street / Race)	#193616-2 L pair	\$545
	Stage 3 kit (Full Race)	#193616-3 L pair	\$545

E60, E61 M5 ('05-'10), E63, E64 M6 (05-10)

Front Camber & Caster	Stage 1 kit (Street / Race)	#193616-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193616-2 L pair	\$545
	Stage 3 kit (Full Race)	#193616-3 L pair	\$545

E39 M5 ('96-9/97)

Front Camber & Caster	Stage 1 kit (Street)	#192416-1 J pair	\$380
	Stage 2 kit (Street / Race)	#192416-2 L pair	\$545
	Stage 3 kit (Full Race)	#192416-3 L pair	\$545

E39 M5 (10/97-'04')

Front Camber & Caster	Stage 1 kit	#193616 J pair	\$380
	Stage 2 kit	#193616 L pair	\$545
	Stage 3 kit	#193161 L pair	\$545

E34 M5 ('89-'95)

Front Camber & Caster	Stage 1 kit (Street)	#193416-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193416-2 L pair	\$545
	Stage 3 kit (Full Race)	#193416-3 L pair	\$545

E28 M5 ('85-'88)

Front Camber & Caster	Stage 1 kit (Street)	#193316-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193316-2 L pair	\$545
	Stage 3 kit (Full Race)	#193316-3 L pair	\$545

F06, F12, F13 M6 ('11-'18) NON-STRUT MODELS - Adj. Bushings Camber & Caster

*** 2 Axis / Mono Ball ***



***CAMBER adjustable "BUSHES"** Improve traction, Resolve premature inner edge tire wear. Design retains important clearance top of tire to outer fender by moving bottom of tire inwards. (While - adjusting for Negative Camber increases track width) **#194516-3 K** pair \$480



***CASTER adjustable "BUSHES"** Improves hi-speed directional control, anti-dive/lift with better braking and steering response. Resolves steering pull. **#194516-2 J** \$380



ABOVE *CAMBER (lower control arm inner) and ***CASTER** (inner thrust arm) bushes are precisely adjustable - Single wrench accurately (under load) on vehicle. Unique K-MAC patented design. No special tools required. K-MAC BUSHES PREVENT PREMATURE FAILURE - SELF ALIGNING WITH TWICE THE LOAD BEARING AREA OF OEM.

CAMBER (only) adjustable "TOP ARMS" **#194516-4 K** \$480 **Caution:** Adjusts top of tire outwards if using to reduce inner edge tire wear. (Wide tires/rims fitted - check if sufficient clearance top of tire to outer fender).

E63, E64 M6 ('05-'10)

(Smaller diam. coil over use -2 or -3)

Front Camber & Caster	Stage 1 kit (Street)	#193616-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193616-2 L pair	\$545
	Stage 3 kit (Full Race)	#193616-3 L pair	\$545

E24 M6 ('83-'89)

Front Camber & Caster	Stage 1 kit (Street)	#193316-1 J pair	\$380
	Stage 2 kit (Street / Race)	#193316-2 L pair	\$545
	Stage 3 kit (Full Race)	#193316-3 L pair	\$545

Quick Reference / "Popular" Bushings

10

All the popular (premature wear) and critical (*Race Winning) Bushes . . .

Street or Track

Product Features see page 11-13

F20 - F83. E81, E82, E83, E84, E85, E86, E87, E88, E89, E90, E91, E92, E93 Incl. 'M'			
FRONT	Inner Arm Camber Adjustable Bushes (Pair) (In addition to adj. strut tops - see page 4)	E81,82, 87-89 incl. 'M', 90-93 excl 'M' F20, 21, 22, 23. 30-36, 87 E84'X' incl. 'M'	#193916-4 J \$380 #193616-8 H \$320
	Inner Thrust Arm Caster Adjustable Bushes (Pair)	E60-67, E81, 82, 87-93 incl. 'M' F20, 21, 22, 23. 30-36. F87 incl. 'M' F80 - F83 'M'	#193916-2 I \$345 #193916-5 J \$380 #193916-6 J \$380
REAR	Lower Inner Camber & Toe Adjustable Bushes (2 pair) (E83, 85, 86, 89. see E46)	E81,82,84'X', 87,88,90-93 excl 'M' 'M' (Camber) F20, 21, 22, 23, 30-36, 87 incl. 'M'	#193926 K \$480 #193926-4 J \$380 #193926-5 K \$480
F01 - F13, F18 Incl. 'M' (Non 'Strut' models)			
FRONT	Inner Arm Camber Adjustable Bushes (Pair)	F01-13, 18 F01-13 'M'	#194516-1 J \$380 #194516-3 K \$480
	Inner Thrust Arm Caster Adjustable Bushes (Pair)	F01-13, 18	#194516-2 J \$380
REAR	Inner Camber & Toe Adjustable Bushes (2 Pair) Up to 2 degrees - Pos. or Neg. NOTE: Purposely designed to allow for wide profile tires by maintaining clearance top of tire to outer fender when adjusting to reduce costly, premature inner edge (Neg.) wear.	F01-13, 18 E70-72, F15, 16, 85, 86 'M'	#194526 K \$480 #193826 K \$480
E46 (2/01 up 66mm diam.) E85 / E86 (Z4 '02-'08). Incl. 'M'			
FRONT	Inner Rear Bushes (Pair) 2 Axis / Self Aligning (Incls. Extra Pos. Caster offset) Resolve premature failure. Improve braking / traction.	*Extra Positive Caster - for Anti-dive/lift. Improved directional control. (-3) No Caster offset One Caster offset *Both Caster offset E46 'M' (60mm diam.) No Caster offset One Caster offset *Both Caster offset	#193518-1 G \$295 #193518-2 G \$295 #193518-3 G \$295 #193618-1 G \$295 #193618-2 G \$295 #193618-3 G \$295
E30, E36, E46 (to 1/01), Z3. Incl. 'M'			
FRONT	Inner Rear Bushes (Pair) 2 Axis / Self Aligning (Incls. Extra Pos. Caster offset) Resolve premature failure. Improve braking / traction.	*Extra Positive Caster - for Anti-dive/lift. Improved directional control. (-3) No Caster offset One Caster offset *Both Caster offset	#192418-1 G \$295 #192418-2 G \$295 #192418-3 G \$295
E36 (not 316, 318 Ti), E46, E83, E85/86(Z4 '02-'08), E89(Z4 '09-'18). Incl. 'M'			
REAR	Lower / Outer Arm Camber Adjustable Bushes (Pair) Doubles existing adj. range to resolve costly premature inner edge wear, improve traction.		#192426 H \$320
	Trail Arm Front Bushes (Pair) Specially designed to improve traction and enhance cornering stability by containing side load / G forces. Resolves also separation of center mount tubes and premature failure of OEM bushes.		#192428-1 H \$320
E3, E10 (1502-2002), E12, E21, E23 (7/77-9/82), E24 ('77-4/82), E30, E28 (520,525 '82-4/86), E36 (316, 318 Ti), Z3 Incl. 'M'			
REAR	Camber & Toe Adjustable Bushes (2 Pair) Replaces all 4 main rear bushings. K-MAC - Maximum adjustment and extended bush life.		#192026 G \$295
E23 (9/82-'86), E24 (5/82-89), E28 (520, 525 - 4/86-'88, 528, 535-'82-'88), E32, E34			
REAR	Camber & Toe Adjustable Bushes (2 Pair) Replaces all 4 main rear bushings. K-MAC - Maximum adjustment and extended bush life.		#193326 H \$320

BUSHINGS INCLUDING ADJUSTABLE CAMBER, CASTER, TOE ¹¹

(Front & Rear) Experience of Manufacturing kits Longer than any other company!

Unique Patented Designs - Quickest, Biggest Adjustment Systems

All the popular (premature wear) and critical (*Race Winning) Bushes . . .

Series4

All K-MAC kits come with bush extraction/insertion tubes. With added feature of "additional adjustment" to compliment K-MAC "Top of Strut" adjusters.

K-MAC Patented Designs. . .
Fast / precise - single wrench adjustment.
Accurately under load. (Unlike other brands that require removal each time to change settings).

Don't be Sold Substitutes
SUSPENSION ENGINEERING
Since 1964!

* K-MAC bushes feature 2 axis, mono ball design. OEM rubber bushes use air voids for 2 axis movement. Allowing shudder, wheel tramp, loss of traction under braking and acceleration.

* While today's aftermarket bush brands even though they eliminate the OEM air voids, the consequence is 2 AXIS movement is restricted, preventing the modern multi-link suspension arms travelling through their required arcs causing binding / locking up which can lead to even more severe shudder, wheel tramp, loss of traction and fatigue breakage of arms.

K-MAC kits also significantly extend wear life having more than twice the load bearing area

F20 - F83, E81, E82, E83, E84, E85, E86, E87, E88, E89, E90, E91, E92, E93. Incl. 'M'		MINI PAGE 13
 <p>2 Axis / Mono Ball</p> <p>53 'X'</p>	<p>FRONT Inner Arm Camber adj. (Pair) E81,82,87-89 incl. 'M', 90-93 excl. 'M'</p> <p>When used in addition to K-MAC "top of strut" adjusters provides quicker lap times on Race days with increased brake and cornering traction by reducing understeer. Also allowing up to 28mm (1 1/8") extra Negative Camber / track width.</p> <p>Adjustment: +/- 1.5° and +/- 2°</p>	<p>#193916-4 J \$380</p> <p>#193616-8 H \$320</p> <p>#193816-6 J \$380</p> <p>See Mini p13</p> <p>#193616-6 H \$320</p>
 <p>2 Axis / Mono Ball</p>	<p>FRONT Thrust Arm Caster adj. (Pair) E81,82,87-93 incl. 'M'</p> <p>ESSENTIAL - Replaces the soft rubber OEM bushes for significantly improved brake and steering response. With twice the load bearing area (and still 2 axis movement - without the OEM oil and air voids). Includes precise Caster adjustment and also allowing reduced dive / lift with quicker turn in and improved directional control.</p> <p>Adjustment: +/- 1.5°</p>	<p>#193916-2 I \$345</p> <p>#193916-5 J \$380</p> <p>#193916-3 J \$380</p> <p>#193916-6 J \$380</p> <p>#194516-8 J \$380</p> <p>#193616-4 I \$345</p> <p>#193616-9 I \$345</p> <p>See E46 p12</p> <p>See Mini p13</p>
 <p>2 Axis / Mono Ball</p>	<p>REAR Lower Inner Camber & Toe adj. (2 pair) E81,82,84,87,88,90-93 excl. 'M'</p> <p>(E83,85,86,89. see E46) 'M' (Camber only)</p> <p>Doubles adjusting range (Pos. or Neg.)</p> <p>NOTE: "Camber" purposely designed to allow for wide profile tires by maintaining clearance top of tire to outer fender when adjusting to reduce inner edge (Neg.)</p> <p>Adjustment: +/- 1.5°</p>	<p>#193926 K \$480</p> <p>#193926-4 J \$380</p> <p>#193926-1 J \$380</p> <p>#193926-5 K \$480</p> <p>#193926-8 K</p> <p>F45-48 See MINI P13</p>
 <p>2 Axis / Mono Ball</p>	<p>REAR Semi Trailing Arms Turnbuckle Adjustable Camber (Pair) (E83,85,86,89 see E46)</p> <p>Resolve fatigue breaking of OEM arms. Turnbuckle adjustable - Chrome Moly tube.</p> <p>Adjustment: +/- 1.5°</p>	<p>#193926-2 K \$480</p> <p>#193926-6 K \$480</p> <p>See Mini p13</p>
 <p>2 Axis / Mono Ball</p>	<p>REAR Upper / Inner Adj. Bushes (Pair) (E83,85,86,89. see E46)</p> <p>With above rear provides Camber full adjustability of the (10) multi link arms.</p> <p>Adjustment: +/- 1.5°</p>	<p>#193926-3 H \$320</p> <p>#193926-9 H \$320</p>
<p>F01, F02, F03, F04, F06, F07, F10, F11, F12, F13, F15, F16, F18 Incl. 'M' F45 see Page 13 (R60-R61)</p> <p>F85, F86, E24 (5/82-'89), E28, E31, E32, E34, E38, E39, E52, E53, E60-67, E70, E71, E72 Incl. 'M'</p>		
 <p>2 Axis / Mono Ball</p>	<p>FRONT Inner Arm Camber Adjustable (Pair) F01-13,18</p> <p>F01-18, E70-72 (NON-STRUT) Models - The K-MAC patented design allows precise, single wrench adjustment (on car, under load) for the 1st. time on these models. Resolving premature edge wear, improving traction.</p> <p>* (STRUT) Models - Used in conjunction with "Top of Strut" kit provides extra Neg. adjustment.</p> <p>Adjustment: +/- 1.5°</p>	<p>#194516-1 J \$380</p> <p>#194516-3 K \$480</p> <p>#193816 I \$345</p> <p>#193816-5 J \$380</p> <p>#193816-6 J \$380</p> <p>#193616-6 H \$320</p>
<p>NOTE: F01-18 Replacement upper arms Camber (only) adjustable also mnf. *(Not Recommended if wide tires/rims)</p>		
 <p>2 Axis / Mono Ball</p>	<p>FRONT Inner Thrust Arm Caster Adj (Pair) F01-13,18</p> <p>ESSENTIAL item - twice load bearing area allowing 2 axis movement without OEM oil and air voids for improved traction under braking and steering response. Along with ability to increase positive Caster reduced dive / lift improved hi-speed directional control.</p> <p>Adjustment: +/- 1.5°</p>	<p>#194516-2 J \$380</p> <p>#193816-4 J \$380</p> <p>#193616-4 I \$345</p> <p>#193916-2 I \$345</p> <p>#193616-5 I \$345</p> <p>#193616-7 I \$345</p> <p>see Page 13</p>


THE ORIGINAL “ON CAR SINGLE WRENCH” ADJUSTABLE BUSHINGS

- **BIGGEST ADJUSTMENT RANGE** • **STRONGEST** • **NON SLIP LOCK SYSTEM** •


RACE TRACK PROVEN FOR STRENGTH AND RELIABILITY

Situations where “RACE SAFETY” Scrutineers examining/comparing (Ultimate test - Heavy V8’s) rule only K-MAC bushings are allowed to be used. What you would expect with the experience of designing, manufacturing (in-house-not importing) adjuster kits longer than any other company.


F01, F02, F03, F04, F06, F07, F10, F11, F12, F13, F15, F16, F18, E38, E39, E52, E53, E60-66, E70, E71, E72 Incl. 'M'

 <p>2 Axis / Mono Ball</p>	<p>REAR Inner Camber & Toe Adjustable Bushes (2 Pair)</p> <p>Up to 2 degrees - Pos. or Neg. F01,02,03,04,06,07,10,11,12,13,18</p> <p>Precise single wrench adjustment. E70-72, F15,16. F85,86 'M'</p> <p>NOTE: Purposely designed to allow for wide profile tires by maintaining clearance top of tire to outer fender when adjusting to reduce costly, premature inner edge (Neg.) wear.</p>	<p>#194526 K \$480</p> <p>#193826 K \$480</p> <p>#193726 J \$380</p> <p>#193526 J \$380</p> <p>#194026 J \$380</p>
	<p>E53X, 60-66</p>	<p>#193726 J \$380</p>
	<p>E38, 39</p>	<p>#193526 J \$380</p>
	<p>E39 'M', E52 (Z8)</p>	<p>#194026 J \$380</p>


E38, E39 Incl. 'M5'

 <p>2 Axis / Mono Ball</p>	<p>REAR Upper / Inner Arm Bushes (2 Pair) - Also Camber & Toe adjustable.</p> <p>Precise, single wrench, accurately (under load) direct on alignment rack.</p>	<p>#193626 J \$380</p>
---	---	-------------------------------


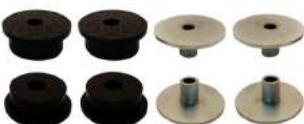

E46 (2/01 up 66mm diam.), E46'M' (60mm diam), E85 / E86 (Z4 '02-'08 - 60mm diam) Incl. 'M'

 <p>(66mm diam.)</p> <p>2 Axis / Mono Ball</p>	<p>FRONT Inner Rear Bushes (Pair)</p> <p>Resolve premature failure. Improve braking / traction.</p> <p>•(K-MAC - Not solid but self aligning)</p> <p>*Extra Positive Caster - for Anti-dive/lift Improved directional control. Up to 1.5's</p> <p>Quote P/N ending in —'3'</p> <p>Or fit to resolve “Steering pull” (—2 light pull, —3 strong pull)</p>	<p>No Caster offset</p> <p>One Caster offset</p> <p>*Both Caster offset</p> <p>E46'M'</p> <p>No Caster offset</p> <p>One Caster offset</p> <p>*Both Caster offset</p>	<p>#193518-1 G \$295</p> <p>#193518-2 G \$295</p> <p>#193518-3 G \$295</p> <p>#193618-1 G \$295</p> <p>#193618-2 G \$295</p> <p>#193618-3 G \$295</p>

E30, E36, E46 (to 1/01), Z3. Incl. 'M'

 <p>(60mm diam.)</p> <p>2 Axis / Mono Ball</p>	<p>FRONT Inner Rear Bushes (Pair)</p> <p>Resolve premature failure. Improve braking / traction.</p> <p>•(K-MAC - Not solid but self aligning)</p> <p>*Extra Positive Caster - for Anti-dive/lift Improved directional control. Up to 1.5's</p> <p>Quote P/N ending in —'3'</p> <p>Or fit to resolve “Steering pull” (—2 light pull, —3 strong pull)</p>	<p>No Caster offset</p> <p>One Caster offset</p> <p>*Both Caster offset</p>	<p>#192418-1 G \$295</p> <p>#192418-2 G \$295</p> <p>#192418-3 G \$295</p>

E36 (not 316, 318 Ti), E46, E83, E85/E86(Z4 '02-'08), E89(Z4 '09-'18). Incl. 'M'

 <p>2 Axis / Mono Ball</p>	<p>REAR Lower/Outer Arm Camber Adjustable Bushes (Pair)</p> <p>Precise single wrench adjustment. Doubles existing adjustment range to resolve costly premature inner edge wear, improve traction.</p>	<p>#192426 H \$320</p>
	<p>REAR Trail Arm Front Bushes (Pair) ULTIMATE H/DUTY KIT</p> <p>Specially designed to improve traction and enhance cornering stability by containing side load / G forces. Resolves also separation of center mount tubes and premature failure of OEM bushes.</p>	<p>#192428-1 H \$320</p>
 <p>+ - 2°</p>	<p>REAR H/Duty Camber “Turnbuckle Adjustable” Lower Arms (Pair)</p> <p>High strength tapered steel tube (not alloy) with elastomer bushings Genuine K-MAC - Providing extra Camber adjustment (Pos. Or Neg). Precise “turnbuckle adjustable” on car. Unlike the OEM pressed steel arms or aftermarket alloy arms K-MAC are extra H/Duty competition rated.</p> <p>Track days - increase track width.... or fine tune for max traction.</p>	<p>#192526 L \$545</p>

E36 (not 316, 318 Ti) Incl. 'M'**13**

REAR Heavy Duty Upper Shock Mounts (Pair)
 Designed to prevent separation of inner mount tubes.
 Also included tower reinforcing plates.
 Incl. E36(316, 318 Ti) Not E83, E89

#192428-6 G \$295

E3, E10 (1502-2002), E12, E21, E23, E24 ('77-4/82), E30, E28 (520,525 '82-4/86), E36 (316, 318 Ti), Z3 Incl. 'M'

REAR Camber & Toe Adjustable Bushes (2 Pair)
 Precise single wrench adjustment. Replaces all 4 main rear bushings. K-MAC - Maximum adjustment and extended bush life.

#192026 G \$295



REAR Heavy Duty Upper Shock Mounts - E30, E36, Z3 (Pair)
 Designed to prevent separation of inner mount tubes.
 Also included tower reinforcing plates

#192428-6 G \$295

E31, E32, E34 Incl. 'M'

2 Axis / Mono Ball

FRONT Inner Thrust Arm Caster Adjustable Bushes (Pair)
 (Front Inner Arm Camber Adj. Bushes #193616-6 H See page 11)

#193416-2 H \$320

E24 (5/82-'89), E28

2 Axis / Mono Ball

FRONT Inner Thrust Arm Caster Adjustable Bushes (Pair)
 (Front Inner Arm Camber Adj. Bushes #193616-6 H See page 11)

#193316-1 H \$320

E23 (9/82-'86), E24 (5/82-89), E28 (520, 525 - 4/86-'88, 528, 535-'82-'88), E32, E34

REAR Camber & Toe adjustable Bushes (2 Pair)
 Precise single wrench adjustment. Replaces all 4 main rear bushings. K-MAC - Maximum adjustment and extended bush life.

#193326 H \$320

E3, E9, E12, E21, E23, E24 ('77-4/82)

FRONT Inner Thrust Arm to Chassis Bushes (Pair)

#192118-1 D \$95

Mini R50 - R61, F54, F55, F56, F60. Incl. F22, F45, F46, F48

(70mm diam.)

R60, R61, F54, F55, F56, F60
F45, F46, F48

• 2 Axis / Mono Ball

FRONT Inner Rear Bushes (Pair)
 Resolve premature failure.
 Improve braking / traction.
 •(K-MAC - Not solid but self aligning)
 *Extra Positive Caster - for Anti-dive/lift
 Improved directional control.
 Quote P/N ending in —'3'
 Or fit to resolve "Steering pull" (—2 light pull, —3 strong pull)

No Caster offset
 One Caster offset
 *Both Caster offset

Up to 1.5°'s

#195218-1 H \$320
 #195218-2 H \$320
 #195218-3 H \$320



(66mm diam.)

R50 - R59
• 2 Axis / Mono Ball

FRONT Inner Rear Bushes (Pair)
 Resolve premature failure.
 Improve braking / traction.
 •(K-MAC - Not solid but self aligning)
 *Extra Positive Caster - for Anti-dive/lift
 Improved directional control.
 Quote P/N ending in —'3'
 Or fit to resolve "Steering pull" (—2 light pull, —3 strong pull)

No Caster offset
 One Caster offset
 *Both Caster offset

Up to 1.5°'s

#195118-1 H \$320
 #195118-2 H \$320
 #195118-3 H \$320



REAR Competition rated H/Duty Camber Adjustable Lower Arms (Pair)
 Turnbuckle - Chrome Moly tube (not alloy) with elastomer bushes.

R50-R61, F54, F55, F56, F60
 *Also F45, F46, F48

#195026 K \$480

PRODUCT BACKGROUND RE K-MAC BUSHINGS

50 Years Market Leadership - Through Innovation - Not Imitation

- ◆ **K-MAC BUSHINGS SIMPLY REPLACE** and overcome the premature failure of existing OEM bushings, which can cause suspension sag, rattles, squeaks, and resultant loss of brake, traction and steering response. All kits are supplied with bush extraction/insertion tubes and instructions.
- ◆ **OEM rubber bushes use air voids** for “two-axis” movement (which is essential as majority today's vehicles have multi link arms with different angle mount points) but the air voids can also reduce steering response, allow shudder, wheel hop and loss of traction under braking and acceleration .
- ◆ **While the majority of aftermarket brands eliminate these air voids**, but in so doing they restrict the two-axis movement which can increase binding, locking up as arms travel through there required suspension arcs. This causing even more severe wheel hop, loss of traction!
- ◆ **K-MAC bushes where needed therefore feature a unique “two-axis mono ball” design.** Allowing power to the ground / maximum traction / braking. The K-MAC designs also significantly extend wear life having more then twice the load bearing area of OEM bushes. With over 50 years of proven bush design technology means they are noiseless, long term, maintenance free.
- ◆ **Today's Auto's have only Toe 'in' or 'out' - directional adjustment.** This is all dealers or alignment shops can adjust (with broad “in spec” tolerance margins) much to the frustration of owners who then can assume changing tire brands is the solution - that somehow this will alter tire Camber angles! When what is required is full adjustment Front Camber and Caster, Rear Camber (and extra Toe) to fix it right the 1st. time.
- ◆ **With the result - No more ongoing trips to dealers or alignment shops.** K-MAC bushes resolving costly, premature edge tire wear, improving traction and steering response. Reduced dive/lift under brake/acceleration and allow “ongoing” adjustment capability to resolve steering pull or curb knock damage. Essential wide-profile Tires, altered height through load carrying, lowering or “Race days”-

WITH ADJUSTMENT BEING JUST A “SINGLE WRENCH”

This K-MAC patented invention has revolutionised the industry . . .

Where other brands require the labour intensive shimming of control arms or removal of actual bushings each time, then to reinsert at a different setting - now with K-MAC it is done on car, direct on alignment rack (accurately under load). Simply by rotating the bush bolt head to the precise setting required.



● **COMPETITION PROVEN** ● **BIGGEST ADJUSTMENT** ● **NON SLIP LOCK SYSTEM** ●