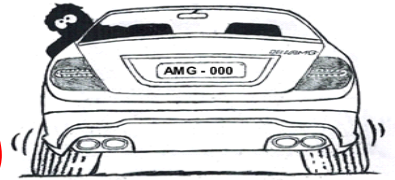




FINALLY FRONT & REAR ONGOING
CAN ADJUST
TIRE CONTACT ANGLES!
Camber, Caster (and extra Toe)

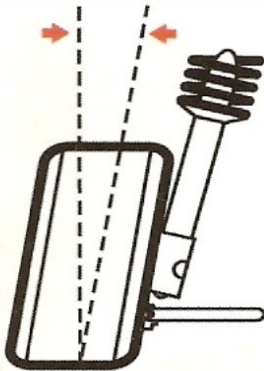


AUDI TO VOLVO

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

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

NO CAMBER and CASTER to compensate for premature edge tire wear. Essential curb knocks, wide tires, lowering, steering pull

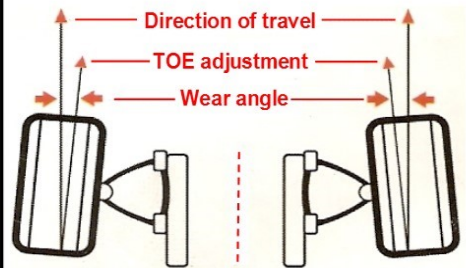


CAMBER Plus CASTER

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, Correctly 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

Costly Premature Edge Tire Wear
Going from Dealer / Alignment Shop to the next
Constantly Changing Tire Brands



Ph - 1888 414 0762 (US/Canada)

Ph - +(612) 9556 1799 (24/7)



www.k-mac.com

sales@k-mac.com

WORLD'S LARGEST RANGE ADJUSTER KITS - (Longest Established. Most experienced)

Acura, Alfa Romeo, Audi, Bentley, BMW, Chrysler, Daihatsu, Datsun, Ford, General Motors, Holden, Honda, Hyundai, Infiniti, Kia, Lexus, Mazda, Mercedes, Mitsubishi, Nissan, Porsche, Proton, Opel, Rolls Royce, Rover, Saab, Scion, Seat, Skoda, Subaru, Suzuki, Toyota, Tesla, Triumph, Volkswagen, Volvo

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