

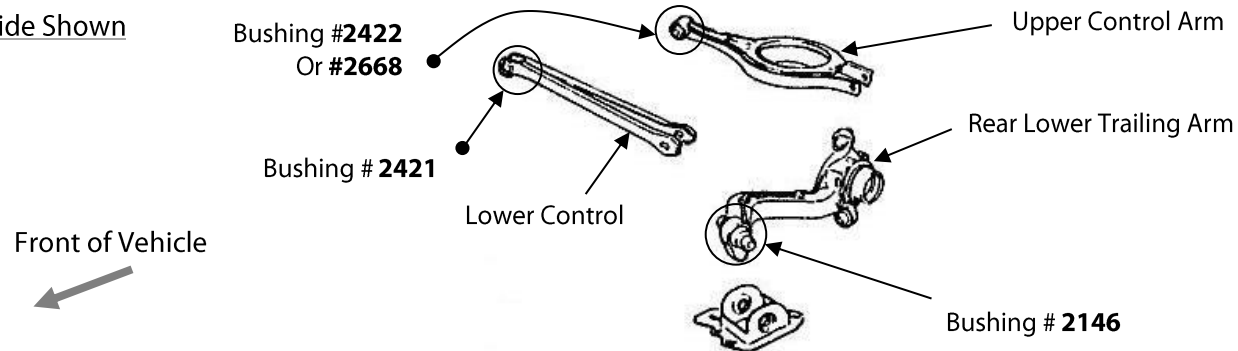
Fitting Instructions #2422IS

BMW E36, E46

Control Arm Upper Inner Kit



Left Hand Side Shown

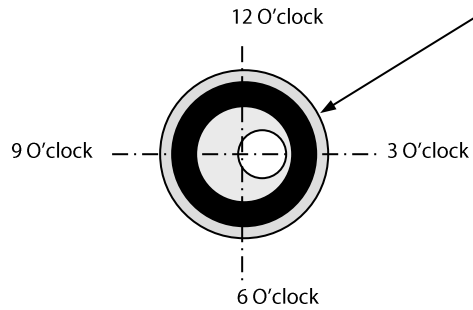


Note: Polyurethane bushes must be fitted as per diagram attached.

- Wheel-align the vehicle before the job is started and note the rear settings;
- Remove the Rear Upper, Lower Control arms and Rear Lower Trailing arms from the vehicle, as required;
- With the use of a hydraulic press and suitable pressing tools, remove the upper and lower control arms original shell parts from the inner positions only, and the front positions only on the lower trailing arms;
- With the use of a hydraulic press and suitable pressing tools press the new shell parts into the control arms. Note the upper control arm inner and the lower control arm inner position take the same part #2421, the lower trailing arm front position takes part # 2146 (Camber Kit SPF2668K may be used in the upper inner control arm positions, maintaining the original toe adjustment range). Care must be taken when installing new parts that the correct bushing is pressed into the correct positions;
- Using the grease supplied, generously lubricate the inside of the new polyurethane parts and the outside of the steel crush tubes. Push the steel crush tubes into the bushings. With reference to the adjustment required, align the holes in the steel tubes to give the desired result i.e. increase or decrease camber. A hand press may be required to insert the steel crush tubes;
- Grease the faces of the new bushings and the areas on the chassis or washers that the bushing will contact. Refit the control arms with the new bushes and offset tubes into the vehicle;
- Wheel-align vehicle and check new settings, adjust if necessary;
- All mounting bolts are to be torqued to manufactures specifications with the vehicle at ride height.

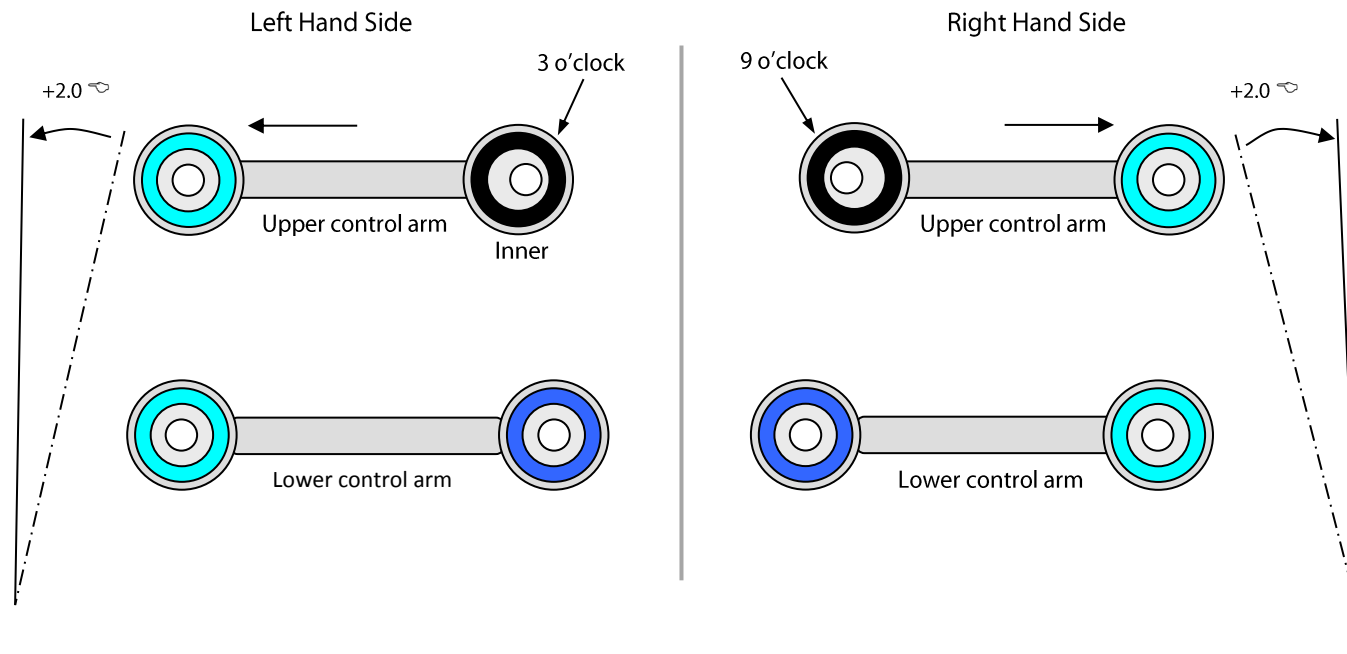
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Side view of assembled new SPF2668 with eccentric tube set at 3 O'clock



As viewed from the rear of the vehicle, looking forward on rear arms

To induce "More positive" Rear Camber



This diagram shows the maximum camber adjustment that can be achieved with this kit. Variation of this adjustment can be achieved by rotating the offset tubes in the bushings.