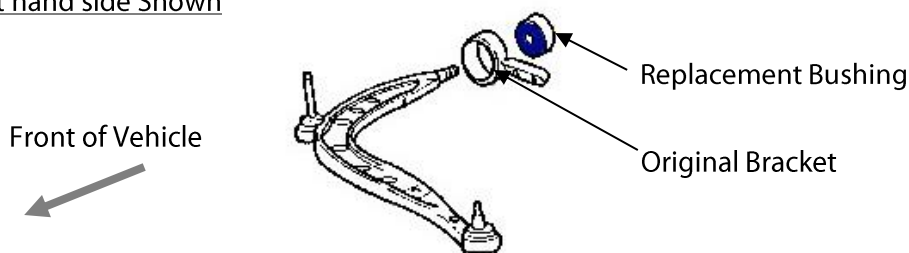


Fitting Instructions #2556IS

BMW E46 3 Series

Front Lower Control Arm Rear Bushing (To suit right-hand drive vehicles)

Left hand side Shown

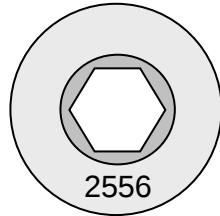


Note: Polyurethane bushings must be fitted to both sides of the vehicle.

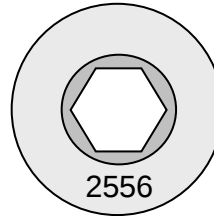
- Please measure the outside diameter (O.D.) of the original bushing on your specific vehicle and verify that it is **66mm**. Vehicles 02/2001 and on were fitted with 66mm O.D. bushings (Earlier vehicles were originally fitted with 60mm O.D. bushings);
- Wheel-align the vehicle before the job is started and note settings;
- With the vehicle on a chassis hoist and wheels unsupported, remove underbody guards (and cross-brace if fitted) to allow access to mounts. Unbolt the lower control arm rear aluminium mount from the vehicle. Note the orientation of the bracket in the vehicle before removing. The rear end of the arm can be levered down sufficiently to allow the mount to be removed from the hexagonal mounting pin of the control arm. Lubricant may assist in the removal of the mount;
- Note:- Suitable eye protection must be worn as Original Equipment mounts are fluid filled, some of which may squirt out during the removal process;
- Remove original shell part from the housing with the use of a hydraulic press and suitable pressing tools;
- With reference to the diagrams and the settings required, align the bushing with the bracket so that the hole in the bushing is positioned to give the desired result. Take special care to ensure the side of the bushing with the recessed bore will face toward the front of the vehicle. Press the bushings into the housings;
- The hexagon to round adapters can now be fitted to the bushings. A generous amount of the white grease supplied must be applied to both the bore of the bush and the outside of the adapter. Any excess grease can be used to lubricate the inside of the adapter and the hexagon pin on the control arm;
- Refit the bracket with the new bushings to the vehicle;
- Wheel-align vehicle and check new settings;
- Refit all cross-braces and guards which had been removed;
- All mounting bolts are to be torqued to manufactures specifications.

As viewed from under the vehicle looking forward (rear face of bushing)

Kit #2556K – Standard Replacement, No caster change

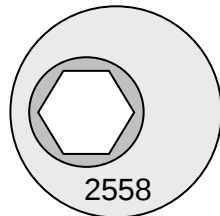


Passenger Side (Standard)

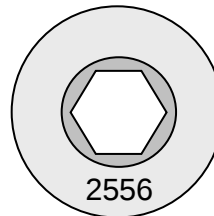


Driver Side (Standard)

Kit #2557K – To counteract a slight pull to the left
Single Offset, passenger side castor increase

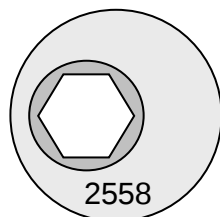


Passenger Side (Increase)

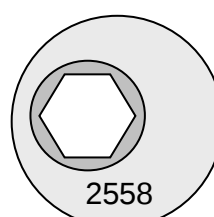


Driver Side (Standard)

Kit #2558K – To counteract a strong pull to the left
Double Offset, passenger side increase, driver side decrease castor

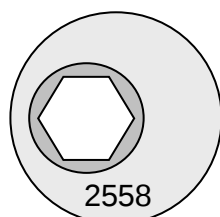


Passenger Side (Increase)

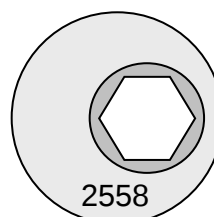


Driver Side (Decrease)

Kit #2558K – Performance settings
Double Offset, passenger and driver side increase castor



Passenger Side (Increase)



Driver Side (Increase)