



Haynes
shows you how

BMW 3-Series 320i & 320xi (12-14), 325i, 325xi, 330i & 330xi (06) & 328i & 328xi (07-14) Haynes Online Manual

14 Rear suspension arms - removal, overhaul and installation

Removal

1 Block the front wheels, then raise the rear of the vehicle and support it securely on jackstands. Remove the relevant wheel.

Control arm

2 Remove the bolt securing the control arm to the hub carrier (see illustration) . Discard the bolt; a new one must be installed.

14.2 Control arm-to-hub carrier bolt location



3 Remove the nut, and pull out the bolt securing the arm to the rear subframe (see illustration) . Note that the bolt is inserted from the front. Discard the nut; a new one must be installed.

14.3 Control arm-to-subframe bolt location



Trailing arm

4 Remove the bolts and detach the trailing arm from the hub carrier and rear subframe (see illustration) . Note that the inner bolt is inserted from the rear, while the outer bolt is inserted from the front. Discard the nuts; new ones must be installed.

14.4 Remove the bolts and remove the trailing arm



Camber arm

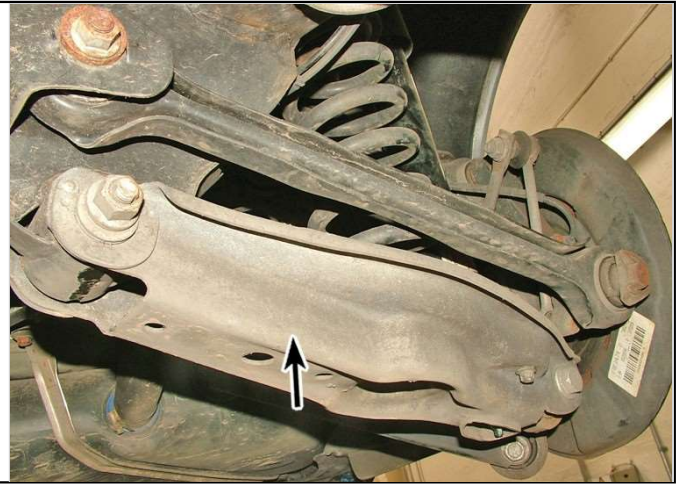
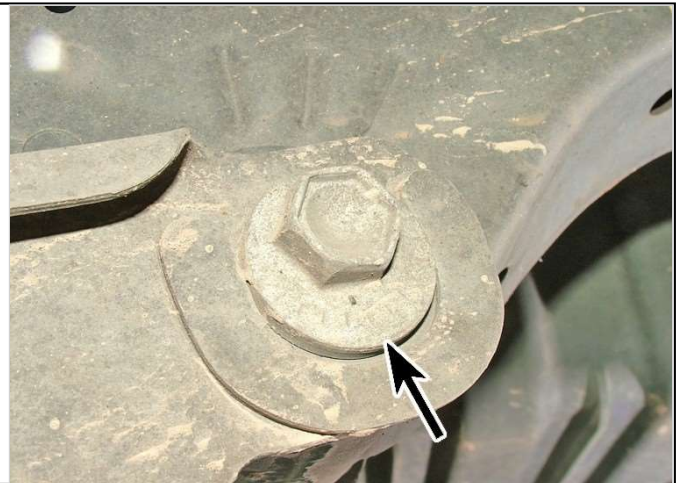
5 Remove the rear coil spring (see [Section 12](#)).

6 Remove the two bolts and the shock absorber lower mount from the camber arm (see illustration 11.6a) .

Note : *The nuts must be replaced .*

7 Support the hub carrier with a floor jack.

8 Make alignment marks between the camber arm and the inner eccentric bolt head, then remove the nuts and the arm-retaining bolts (see illustrations) . **Note:** *The inner bolt is inserted from the front, while the outer bolt is inserted from the rear. Replace the self-locking nuts.*

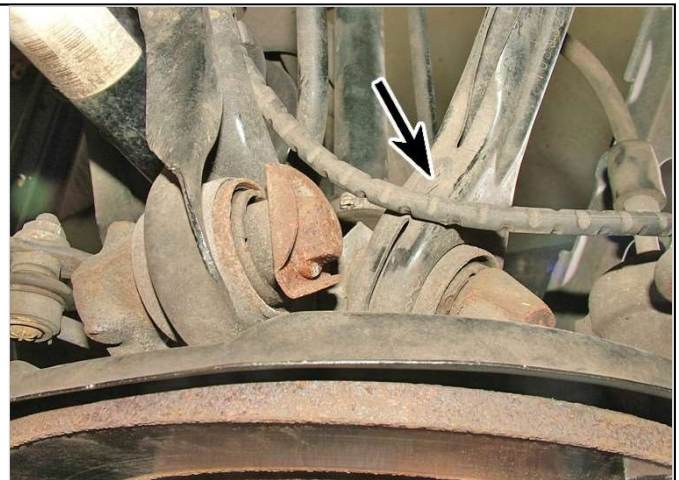
14.8a Camber arm location**14.8b Make alignment marks between the eccentric bolt head and the arm**

9 Maneuver the camber arm out of the vehicle.

Traction strut

10 Remove the bolt and detach the stabilizer bar link from the hub carrier (see illustration 13.8) .

11 Remove the bolt securing the traction strut to the hub carrier (see illustration) . Discard the bolt; a new one must be installed. Note that the tapered side of the strut bushing must fit against the hub carrier.

14.11 Hub carrier end of the traction strut

12 Remove the nut and pull the inner mounting bolt from the bracket (see illustration) . Discard the nut; a new one must be installed.

14.12 Traction strut-to-subframe bolt location



13 Maneuver the traction strut from the vehicle.

Toe arm

14 Make alignment marks between the toe arm inner eccentric bolt head and the subframe.

15 Remove the bolt securing the toe arm to the hub carrier (see illustration) .

14.15 Toe arm location



16 Remove the nut, then pull the inner eccentric bolt from the subframe. On some models, it's necessary to unclip the plastic cover from the bolt head. **Note:** *The bolt is inserted from the front. Discard the self-locking nut; a new one must be installed* .

Overhaul

17 Thoroughly clean the arms/strut and the area around the mounts, removing all traces of dirt and undercoating if necessary. Check for cracks, distortion or any other wear or damage, paying particular attention to the mount bushings. If the bushings require replacement, the arm/strut should be taken to a BMW dealer or suitably-equipped garage. A hydraulic press and suitable spacers are required to press the bushings out of position and install the new ones.

18 Inspect the pivot bolts for signs of wear or damage, and replace as necessary.

Installation

19 Installation is the reverse of removal, noting the following points:

- A. Replace all self-locking nuts.
- B. The trailing arm, traction strut, toe arm, control arm and camber arm bolts/nuts should only be tightened when the rear suspension has been raised with a floor jack to simulate normal ride height.
- C. Tighten all fasteners to their specified torque where given.
- D. Have the rear wheel alignment checked at the earliest opportunity.

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