



Haynes
shows you how

BMW 3-Series and Z4 (99-05) Includes 2006 325ci/330ci Coupe and Convertible models Haynes Online Manual.

14 Rear suspension upper control arm - removal, overhaul and installation

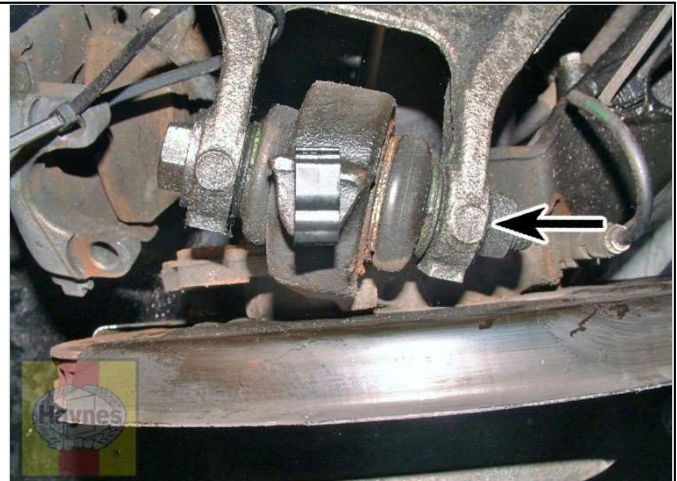
Note:

A new control arm-to-rear subframe pivot bolt and nut will be required on installation.

Removal

2 Loosen and remove the control arm-to-trailing arm pivot bolt (see illustration) . Note the bolts direction.

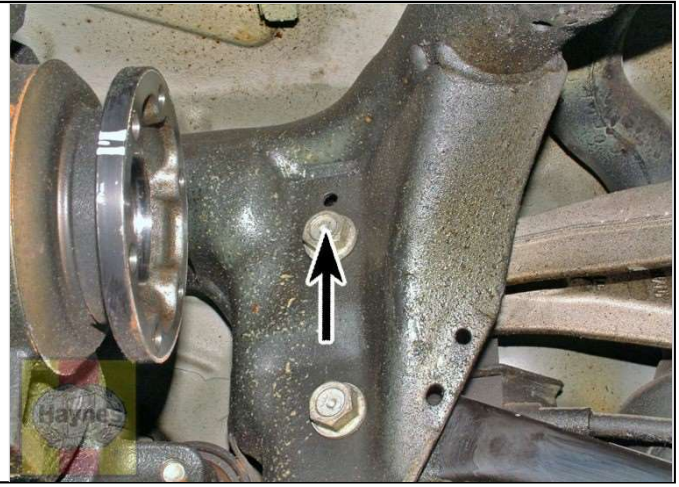
14.2 Remove the control arm-to-trailing arm bolt



3 Referring to [Chapter 8](#) , support the weight of the unit with a jack, and remove the final drive unit mounting bolts to allow room to withdraw the pivot bolt. Alternatively, remove the driveshaft as described in [Chapter 8](#) .

4 Loosen and remove the nut from the control arm-to-rear subframe pivot bolt. Withdraw the bolt, moving the final drive unit slightly to the rear, and remove the control arm from underneath the car (see illustration) . Note that on some models it may be necessary to detach the propeller shaft from the final drive unit in order to gain the clearance required to remove the pivot bolt. **Note:** *If the car is to be left for some time, reinstall the final drive unit mounting bolts and tighten securely.*

14.4 Remove the control arm-to-subframe bolt



Overhaul

5 Thoroughly clean the control arm and the area around the arm mountings, removing all traces of dirt and underseal if necessary. Check for cracks, distortion or any other wear or damage, paying particular attention to the bushing. If the bushing requires replacement, the arm should be taken to a BMW dealer or suitably-equipped garage. A hydraulic press and suitable spacers are required to press the bushing out of position and install a new one.

6 Inspect the pivot bolts for signs of wear or damage, and replace as necessary. The control arm-to- subframe bolt and nut should be replaced as a matter of course.

Installation

7 Maneuver the control arm into position, and install the new arm-to- subframe pivot bolt and nut. Tighten the nut lightly only at this stage.

8 Referring to [Chapter 8](#) , Maneuver the final drive unit into position, and tighten its mounting bolts to the specified torque. Where necessary, reconnect the propeller shaft to the final drive unit.

9 Reinstall the pivot bolt and nut securing the control arm to the trailing arm, inserting it from the rear, then tighten it lightly only at this stage.

10 Reinstall the coil spring (see [Section 12](#)).

11 On completion, lower the car to the ground and rock the car to settle all disturbed components. With the car resting on its wheels tighten the wheel bolts, shock absorber lower mounting bolt and the control arm pivot bolts to their specified torque settings. **Note:** *On completion, it is advisable to have the camber angle and wheel alignment checked and, if necessary, adjusted.*

12 Tighten the wheel bolts to the specified torque.