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shows you how

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

## 14 Steering and suspension check (every 15,000 miles or 12 months)

**Note:**

For detailed illustrations of the steering and suspension components, refer to Chapter 10.

### Shock absorber check

- 1 Park the vehicle on level ground, turn the engine off and set the parking brake. Check the tire pressures.
- 2 Push down at one corner of the vehicle, then release it while noting the movement of the body. It should stop moving and come to rest in a level position within one or two bounces.
- 3 If the vehicle continues to move up-and-down or if it fails to return to its original position, a worn or weak shock absorber is probably the reason.
- 4 Repeat the above check at each of the three remaining corners of the vehicle.
- 5 Raise the vehicle and support it securely on jackstands.
- 6 Check the shock absorbers for evidence of fluid leakage (**see illustration**). A light film of fluid is no cause for concern. Make sure that any fluid noted is from the shocks and not from some other source. If leakage is noted, replace the shocks as a set.

#### 14.6 Check the shocks for leakage at the indicated area



7 Check the shocks to be sure that they are securely mounted and undamaged. Check the upper mounts for damage and wear. If damage or wear is noted, replace the shocks as a set (front or rear).

8 If the shocks must be replaced, refer to [Chapter 10](#) for the procedure.

## Steering and suspension check

9 Check the tires for irregular wear patterns and proper inflation. See [Section 5](#) in this Chapter for information regarding tire wear and [Chapter 10](#) for information on wheel bearing replacement.

10 Inspect the universal joint between the steering shaft and the steering gear housing. Check the steering gear housing for lubricant leakage. Make sure that the dust boots are not damaged and that the boot clamps are not loose. Check the tie-rod ends for excessive play. Look for loose bolts, broken or disconnected parts and deteriorated rubber bushings on all suspension and steering components. While an assistant turns the steering wheel from side to side, check the steering components for free movement, chafing and binding. If the steering components do not seem to be reacting with the movement of the steering wheel, try to determine where the slack is located.

11 Check the balljoints for wear by trying to move each control arm up and down with a prybar (see illustration) to ensure that its balljoint has no play. If any balljoint does have play, it's worn out. See [Chapter 10](#) for the control arm replacement procedure (the balljoints aren't replaceable separately).

**14.11 To check a balljoint for wear, try to pry the control arm up and down to make sure there is no play in the balljoint (if there is, replace it)**



**12 Inspect the balljoint boots for damage and leaking grease (see illustration) .**

**14.12 Check the balljoint boots for damage**



**13 At the rear of the vehicle, inspect the suspension arm bushings for deterioration. Additional information on suspension components can be found in [Chapter 10](#) .**

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