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**BMW 3-Series (92-98) & Z3 (96-98) Haynes Online Manual**

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

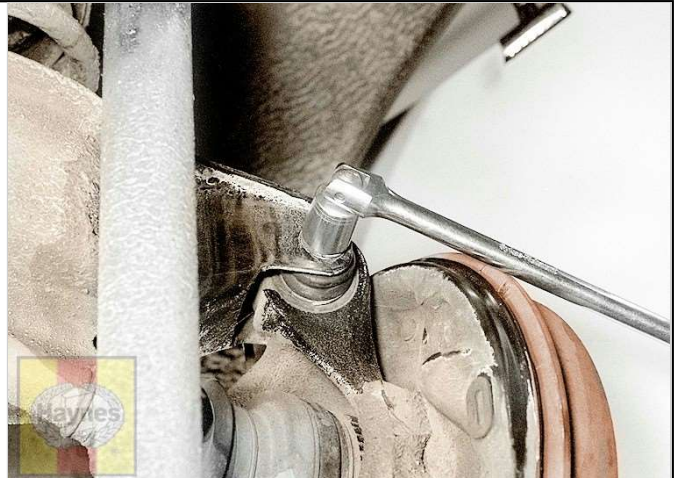
### Note:

This procedure does not apply to 318ti and Z3 models.

### Removal

- 1 Remove the coil spring (see [Section 12](#)).
- 2 Release the wiring from its retaining clips on the side of the upper control arm.
- 3 Loosen and remove the pivot bolt securing the control arm to the trailing arm (see illustration) .

**14.3 Remove the upper control arm-to-trailing arm pivot bolt . . .**



- 4 Referring to [Chapter 8](#) , support the weight of the unit with a jack, and remove the differential mounting bolts.
- 5 Loosen and remove the nut from the control arm to the rear subframe pivot bolt. Withdraw the bolt, moving the differential slightly to the rear, and remove the control arm from underneath the vehicle (see illustration) . Note that on some models it may be necessary to detach the driveshaft from the differential in order to gain the clearance required to remove the pivot bolt. **Note:** *If the vehicle is to be left for some time, install the differential mounting bolts and tighten them securely.*

#### 14.5 . . . and the control arm-to-subframe pivot bolt (arrow)



## Overhaul

6 Thoroughly clean the control arm and the area around the arm mounts, removing all traces of dirt and underseal if necessary. Check carefully for cracks, distortion or any other signs of wear or damage, paying particular attention to the mounting bushing. If the bushing requires replacement, the arm should be taken to a BMW dealer or other qualified repair shop. A hydraulic press and suitable spacers are required to press the bushings out of position and install the new ones.

7 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

### Note:

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

8 Maneuver the control arm into position, and install the new arm to subframe pivot bolt and nut. Only tighten the nut lightly at this stage.

9 Referring to [Chapter 8](#) , maneuver the differential into position, and tighten its mounting bolts to the specified torque. Where necessary, reconnect the driveshaft to the differential.

10 Install the pivot bolt and nut securing the control arm to the trailing arm, tightening it lightly only at this stage.

11 Clip the wiring back into position on the upper control arm.

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

13 On completion, lower the vehicle to the ground and rock the vehicle to settle all disturbed components. With the vehicle resting on its wheels tighten the wheel bolts, shock absorber lower mounting bolt and the control arm

pivot bolts to their specified torques. **Note:** *On completion, it is advisable to have the camber angle and wheel alignment checked and, if necessary, adjusted.*