

VIDEO TUTORIAL



i Important!

This replacement procedure can be used for:

BMW 3 Touring (E36) 320i 2.0, BMW 3 Touring (E36) 328i 2.8, BMW 3 Touring (E36) 318tds 1.7, BMW 3 Touring (E36) 325tds 2.5, BMW 3 Touring (E36) 323i 2.5, BMW 3 Touring (E36) 318i 1.8, BMW 3 Saloon (E46) 318i 1.9, BMW 3 Saloon (E46) 328i 2.8, BMW 3 Saloon (E46) 320d 2.0, BMW 3 Saloon (E46) 323i 2.5, BMW 3 Saloon (E46) 320i 2.0, BMW 3 Coupe (E46) 323Ci 2.5, BMW 3 Coupe (E46) 328Ci 2.8, BMW 3 Saloon (E46) 316i 1.9, BMW 3 Touring (E46) 320i 2.0, (+ 44)

The steps may slightly vary depending on the car design.

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REPLACEMENT: SHOCK ABSORBERS – BMW E46 CONVERTIBLE. LIST OF THE TOOLS YOU'LL NEED:



- Wire brush
- WD-40 spray
- Copper grease
- Combination spanner #17
- Drive socket # 13
- Drive socket # 18
- Wheel impact socket #17
- Ratchet wrench

- Torque wrench
- Adjustable wrench
- Tap wrench
- Crow bar
- Vice
- Hydraulic transmission jack
- Wheel chock

BUY TOOLS

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Replacement: shock absorbers – BMW E46 convertible. AUTODOC recommends:

- Both shock absorbers of the rear suspension should be replaced simultaneously.
- The replacement procedure is identical for the left and right shock absorbers of the rear suspension.
- Please note: all work on the car BMW E46 convertible should be done with the engine switched off.

CARRY OUT REPLACEMENT IN THE FOLLOWING ORDER:

Press and hold the folding roof control switch. Hold the button pressed until you get access to the upper fasteners of the shock absorber.



Remove the shock strut mount caps. Use a crowbar.



Clean the fasteners of the shock absorber upper mount. Use WD-40 spray.



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Loosen the upper fastener of the shock absorber. Use a drive socket #13. Use a ratchet wrench.



Secure the wheels with chocks.



6 Loosen the wheel mounting bolts. Use wheel impact socket #17.



Raise the rear of the car and secure on supports.



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8 Unscrew the wheel bolts.



Replacement: shock absorbers – BMW E46 convertible. Tip:

• To avoid injury, hold up the wheel when unscrewing the bolts.

9 Remove the wheel.

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Support the arm. Use a hydraulic transmission jack.



Clean the shock absorber fasteners. Use a wire brush. Use WD-40 spray.



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Unscrew the lower fastener of the shock absorber. Use a drive socket #18. Use a tap wrench.



13 Remove the fastening bolt.



Unscrew the upper fastener of the shock absorber. Use a drive socket #13. Use a ratchet wrench.



AUTODOC recommends:

• Important! Hold the shock absorber while unscrewing the fastening bolts. BMW E46 convertible

Remove the shock absorber.



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Grip the shock absorber in a vice.



Clean the shock absorber rod fastener. Use a wire brush.



Remove the shock absorber piston rod fastening. Use a combination spanner #17.



Release the vice and take out the shock absorber.

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Remove the shock absorber mount, boot and bump stop.



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Replacement: shock absorbers – BMW E46 convertible. AUTODOC recommends:

- Thoroughly examine the shock absorber mount, dust boot, bump stop. Replace them if necessary.
- Before installing a new shock absorber you should pump it manually 3-5 times.
- Install the mount, boot and bump stop onto a new shock absorber.



Grip the shock absorber in a vice.



Screw the shock strut piston rod upper fastening. Use a combination spanner #17. Use an adjustable wrench. Use a torque wrench. Tighten it to 20 Nm torque.



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Release the vice and take out the shock absorber.



Clean the shock absorber mounting seats. Use a wire brush. Use WD-40 spray.



Place the shock absorber in the wheel arch and secure it.



Replacement: shock absorbers – BMW E46 convertible. AUTODOC experts recommend:

 To avoid injury, hold the shock absorber cautiously tight when screwing in the fastening bolts.

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Screw the upper fastener of the shock absorber. Use a drive socket #13. Do not tighten it.



Tighten the lower fastener of the shock absorber. Use a drive socket #18. Use a torque wrench. Tighten it to 100 Nm torque.



Remove the support from under the arm.



AUTODOC recommends:

 Replacement: shock absorbers – BMW E46 convertible. Lower the transmission jack smoothly, without jerks, to avoid damaging components and mechanisms.

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