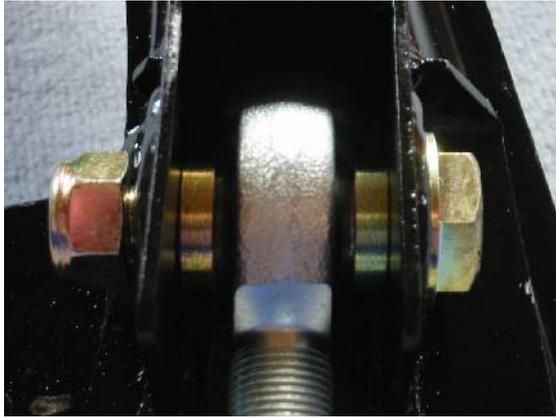


Assembly of Group A/DTM Front Axle E30/36



The control arm must be attached to the clevis on the front subframe using spacers as shown in the picture on the left. The spacers ensure that the control arm's inner rod-end is correctly centered in the clevis.

Torque: 100 Nm



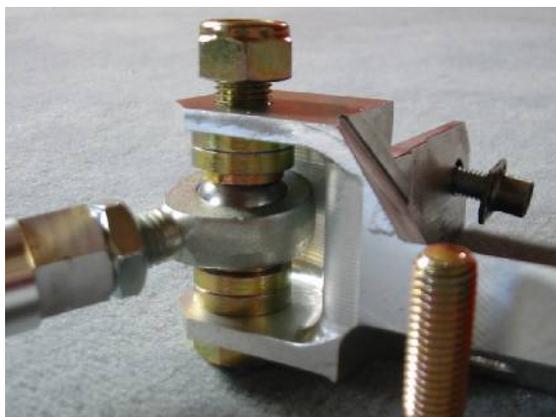
The control arm's outer joint is mounted using conus bearing as shown left. The mounting position can be adjusted using the supplied spacer. Installation of the spacer is not absolutely required.

Torque on bottom nut: 90 Nm



Installation of the fork on the radius arm and attachment to the control arm is shown on the left.

Torque: 100 Nm

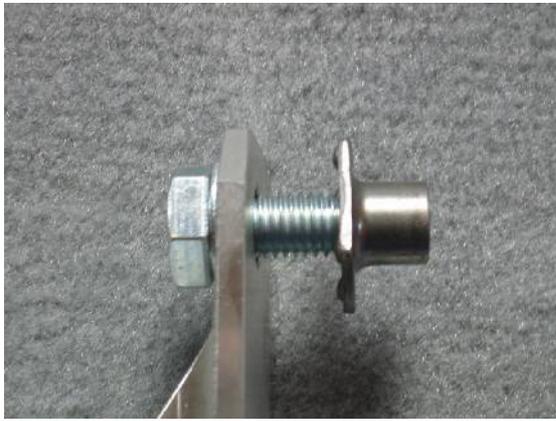


Installation of the radius arm rod-end in the chassis mount is shown on the left.

The supplied spacers must be used both above and below the rod-end to ensure proper clearance under all conditions.

Torque: 100 Nm

With the large spacers it is possible to adjust the height of the radius arm and thus change the vehicle's anti-dive characteristic. Moving the arm up results in less dive and moving the arm down in more dive when the car is braking.



In order to secure the chassis mount which accepts the radius arm a hole must be drilled and the supplied threaded nut welded into the chassis rail.

Ø 12.5 mm.
Torque 42 Nm

E30 only: install a spacer between weld-in nut and chassis mount.



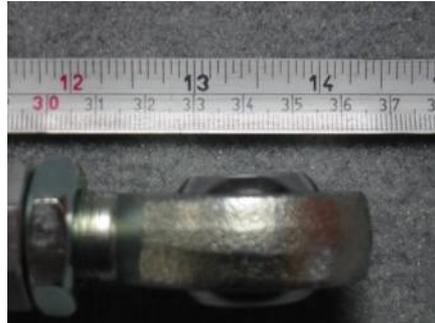
Use the supplied screws M12x1.5 to attach the other points of the radius arm mount to the chassis. The existing threaded holes in the chassis must be enlarged.

Torque M12 screws: 105 Nm

It is possible to use longer screws with stock thread size if desired (not supplied).



In order to achieve the stock wheel position, the control arm is adjusted to a length of 340 mm measured center to center between the bearing ends.



In order to achieve the stock wheel position, the radius arm is adjusted to a length of 435 mm measured between the center of the fork bolt hole and the rod-end center.

