



DBM 2/27/07

## TMS Z3, ti Solid Rear Subframe Bushings TDRZ380444

TMS Z3, ti solid sub-frame bushings are modeled after the stock BMW bushings, but we have incorporated ideas from our current race style solid bushings from other models. A BMW's subframe is the heart of the rear suspension. When the subframe moves, so do all of the rear suspension mounting points. Replacing the stock rubber bushings will limit drivetrain and suspension movement and keep your car's suspension geometry the way it's supposed to be. Solid bushings will also help keep the subframe from tearing out of the chassis. "We have the lightest solid bushing on the market". We also made provisions in the bushings for removal in case you ever need to replace your subframe, you will not have to buy new bushings. This is a legal upgrade in many racing classes.

### Technical Specifications

- CNC machined out of high grade billet aluminum
- Integrates the rear subframe into an actual chassis stiffening component because of the mounting placement
- Designed to allow for variances in subframe manufacturing
- It is very strongly recommended to also use a solid differential mount when making this upgrade. Changing only the subframe bushings will put more wear on non-solid diff mounts, and can damage the chassis.

*Note: This product must be used in conjunction with E30/E36ti/Z3 Solid Differential Mount P/N TDR3080007 or similar product.*

*Note: These bushings have a tight tolerance press fit. When pressing in, give the part a small adjustment period between pumps. If part gets bound up, release pressure, check for interferences or problems and test again.*

**Parts list for kit:** Two subframe bushings

**Installation time:** 1 hour with subframe removed

**Directions on next page**



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**Directions:**

1. Remove stock subframe bushings (Note orientation)
  - There are 2 ways to do this:
    - Use the BMW tool
    - Use a die grinder to remove flanges on the stock bushing and use a press
  - NOTE: Be careful not to deform the subframe
  
2. Prep subframe
  - Clean, remove rust, and paint if necessary
  - Remove leftover bushing material
  - NOTE: Be careful not to damage bushing mount surface
  
3. Install new bushings
  - Each bushing needs to be pressed in from the bottom of the subframe (the side of the bushing with a flange is closest to the ground when on car)
  - Make sure to line up slots on the bushing with the dimples in the subframe.
  - Stop pressing when the flanges of the bushing are just flush to the subframe. Do not attempt to press in any further.
  - Use a small amount of lube to ease fitment



4. Reinstall subframe