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## TMS Solid subframe bushings

**PART # TDR3680002**



TMS E36 solid sub-frame bushings are designed around current SCCA SPEED World Challenge regulations, and developed by the TMS WC race team. A BMW's subframe is the heart of the suspension. When the subframe moves, so do all the suspension mounting points. Replace the stock rubber bushings to limit drivetrain and suspension movement and keep your car setup the way it's supposed to be. Solid bushings will also help keep the subframe from tearing out of the chassis. One front bushing is slotted to allow for compliance between manufacturing standards as BMW specifies. These bushings are CNC machined out of high grade billet aluminum.

**Parts list for kit:** Two front subframe bushings (one slotted)  
Two rear subframe bushings

**Install time:** 1 hour with subframe and stock bushings removed

*Note: The front bushings have an uneven press surface. A tool that correctly fits the surface should be used. If proper care is not taken to make sure the bushings go in correctly damage to the subframe **will** result.*

*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.*



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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
  - Be careful not to deform the subframe
  
2. Prep subframe
  - Clean, remove rust, and paint if necessary
  - Remove leftover bushing material
  - Be careful not to damage bearing mount surface
  
3. Install new rear bushings (have rear swaybar reinforcement installed at this time if purchased)
  - The bushing with larger bolt holes goes in the rear.
  - 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)
  - Stop press 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

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4. Install new front 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)
  - The slotted bushing goes on the passenger side. Align it so that the slot is horizontal to the longitudinal axis of the car
  - Use a small amount of lube to ease fitment
  - Stop press when the flanges of the bushing are just flush to the subframe. Do not attempt to press in any further.

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