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DBM 11/08/12

TMS E46 Fixed Camber Plates
PART # TSU4680451

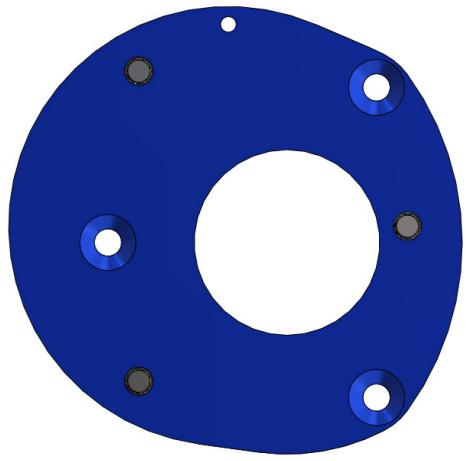
TMS E46 fixed camber plates are designed from knowledge gained from our highly successful campaigns with the E46 in the SPEED World Challenge series. These plates are offset for the best camber and caster combination for racing purposes. Camber gain ranges from -2.5˚ to -3.0˚, depending on each individual car. While ride height is increased by 1/8", the benefit of these plates far outweighs the minor ride height increase. The rate of camber change is virtually unaffected throughout the range of suspension travel, reducing the need for other suspension geometry correcting components. Material has also been added to increase surface contact area, therefore reducing the strut tower deformation and increasing the strength of the strut towers. Fixed mount camber plates are legal for all BMWCCA classes and many SCCA classes. This is a simple bolt on part.

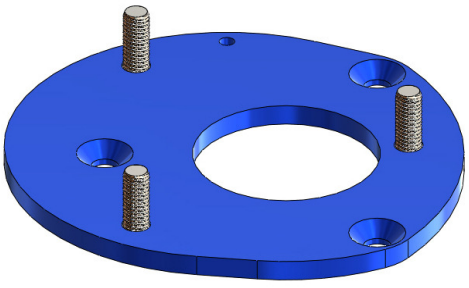
Parts list for kit:

2 camber plates, right and left with studs pressed in
6 flat head M8 allen bolts
6 M8 washers
6 M8 Nylock nuts
6 M8 flange nuts

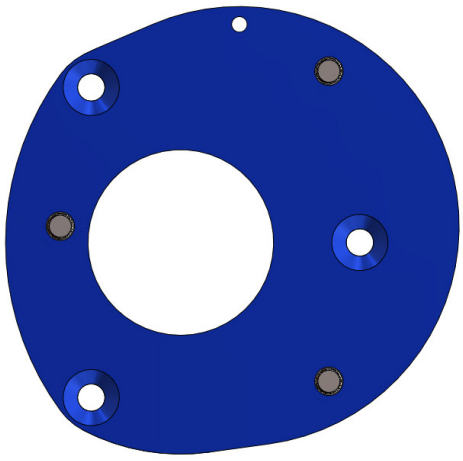
Install time: 2 hours

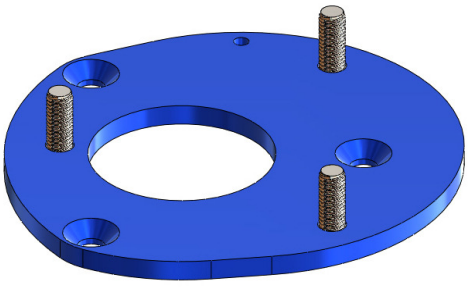
Left Side Plate





Right Side Plate

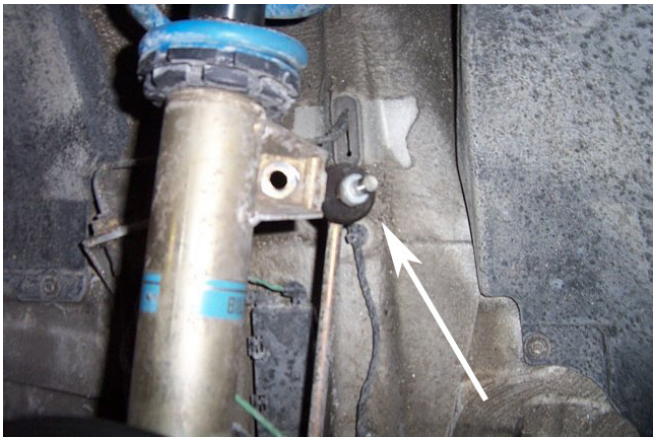




Directions:

1. Lift and properly support the car.

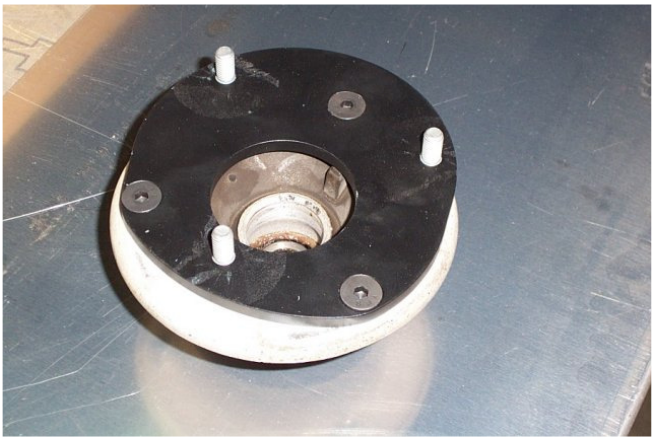
2. Remove front strut assembly.
   a. Disconnect swaybar links from shocks
   b. Support front wheel/hub assembly
   c. Undo nuts connecting upper strut mount to strut tower.
   d. Lower front wheel/hub assembly. Be careful to remove any interference, especially brake lines.
   e. Undo lower shock to wheel hub bolt (may have to separate clamp with prybar.)
   f. Remove front strut assembly.

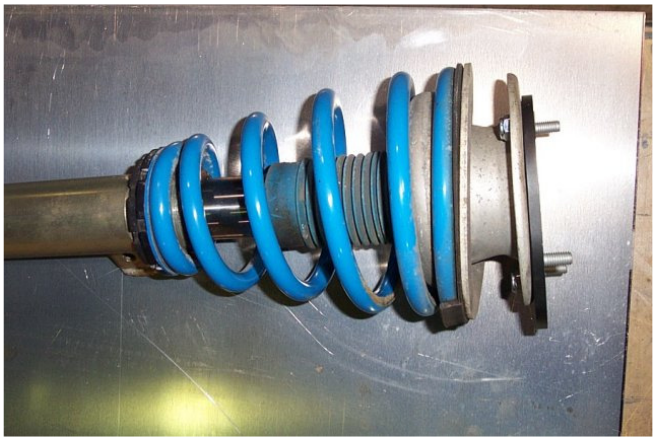


3. Remove upper strut mount from shock/spring assembly.
   a. The spring maybe under a large preload. Make sure and use a good spring compressor to keep the strut mount and hardware from shooting off and causing damage or injury.
   b. Remove the shock nut.

4. Prepare upper strut mount
   a. In order for the fixed plates to be installed the shock studs have to be removed from the upper strut mount. The stock locating pin also needs to be removed to let the camber plate sit flush against the strut mount.
   b. To do this, evenly support the strut mount of each side. Very carefully tap the stud enough to push it through the strut mount, and remove. Repeat this with the other studs and the locating pin.

5. Install upper strut mount.
   a. Pick the fixed plate for the strut assembly you are working on (left or right)
   b. Use the flat head M8 allen bolts and M8 nylock nuts to attach the camber plates to the stock strut mount.
   c. Torque nylock nuts to: 24 Nm (16 ftlb).
   d. Reassemble the front strut assembly.
   e. Torque shock nut to: 65Nm (48ftb) if shaft has external hex; if internal hex 44Nm (32ftlb).





6. Re-install the front strut assembly to the chassis. Make sure the small orientation hole in the fixed camber plate is facing towards the front of the car
   a. Torque upper strut tower flange nuts to: 24 Nm (16 ftlb)