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TMS E90/E92 M3 SOLID REAR SUB-FRAME MOUNT KIT TDR9080SRS

TMS solid sub-frame mounts are designed with years of knowledge from racing in Grand-Am, SCCA SPEED World Challenge, BMW Club, and SCCA Club. A BMWs sub-frame is the heart of the suspension. When the sub-frame 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 mounts will also help keep the sub-frame from tearing out of the chassis. We spend a lot of extra time machining the TMS mount kit to keep your car as light as possible. These bushings are CNC machined out of high-grade billet aluminum. These solid aluminum subframe bushings are for racing applications only, and can be used on all M E90 M3 and E92 M3.

Parts list for kit: Two front sub-frame mounts
Two rear sub-frame mounts

Install time: 1 hour with sub-frame and stock bushings removed

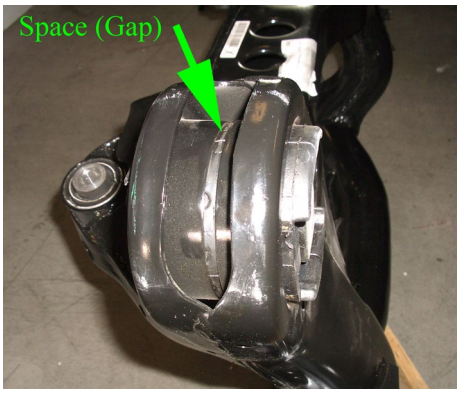
Note Read the entire notes and instructions before installing mounts.

***Note**: The rear sub-frame is a two-part sheet metal stamping with a space in the center of the press fit for the rear bushings. A wedge tool that correctly fits the space should be used to maintain the proper gap. If proper care is not taken to make sure the mounts go in correctly, damage to the sub-frame **will** result. BMW P/N (33 4 444) can be used.*

***Note:** These mounts 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 interference or problems and test again.*

Directions:

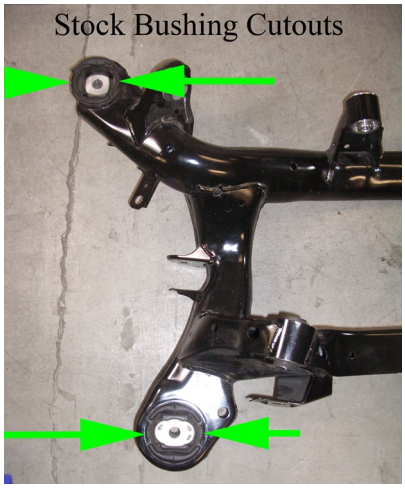
1. The rear sub-frame sheet metal is a two-part sheet metal stamping and has a space in the center of the press fit for the rear bushings. A wedge tool that correctly fits the space should be used to maintain the proper gap. If proper care is not taken to make sure the bushings are removed or go in correctly damage to the sub-frame **will** result. BMW P/N (33 4 444) can be used. The tool should be taped in place before removing each rear bushing and then removed after each mount is installed.

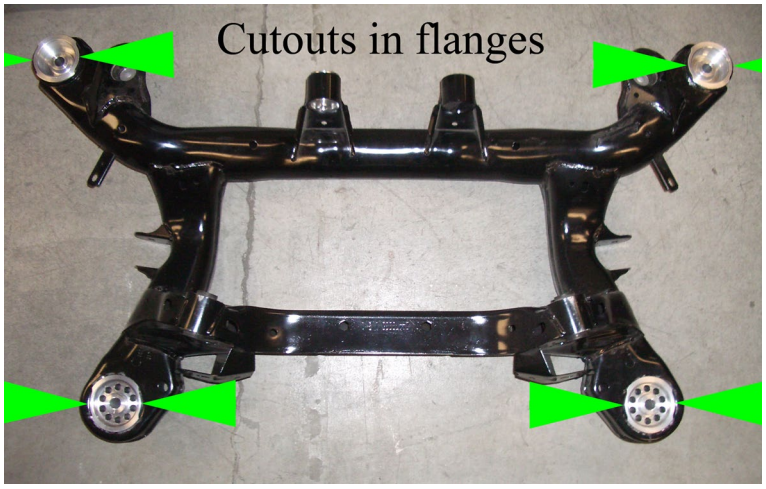


2. Remove stock sub-frame bushings (note orientation)
   A. There are 2 ways to do this
      I. Use the BMW tool
      II. Use a die grinder to remove flanges on the stock bushing or use chisel to bend the flanges inward and use a press
   B. Be careful not to deform the sub-frame

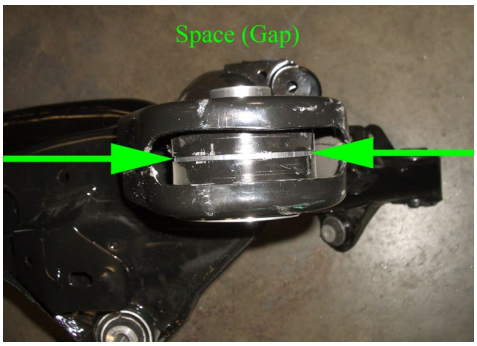
3. Prep sub-frame
   A. Clean, remove rust, and paint if necessary
   B. Remove leftover bushing material
   C. Be careful not to damage bearing mount surface

4. When installing the mounts be sure to align the cutouts in the flanges in the same orientation as the factory bushing.





5. Install new rear mounts
   A. Refer to step 1 before starting step 5.
   B. You can easily identify this mount because its outside diameter is larger than the front mount.
   C. Each mount needs to be pressed in from the bottom of the sub-frame (the flange on the mount faces the ground) NOTE: The factory BMW bushings where installed the opposite way (from the top of the sub-frame).
   D. Stop press when the flanges of the mount are just flush to the sub-frame. Do not attempt to press in any further.
   E. Use a small amount of lube to ease fitment



6. Install new front mount
   A. Each mount needs to be pressed in from the bottom of the sub-frame (the flange on the mount faces the ground)
   B. Use a small amount of lube to ease fitment
   C. Stop press when the flanges of the mount are just flush to the sub-frame. Do not attempt to press in any further.