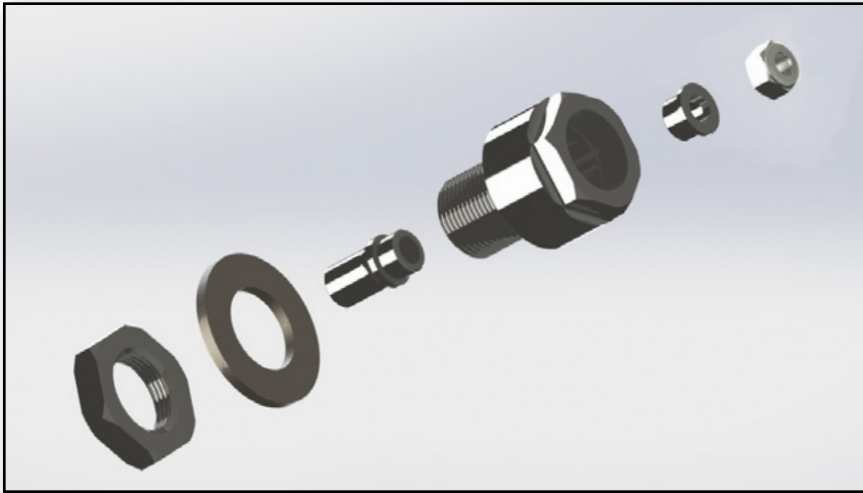


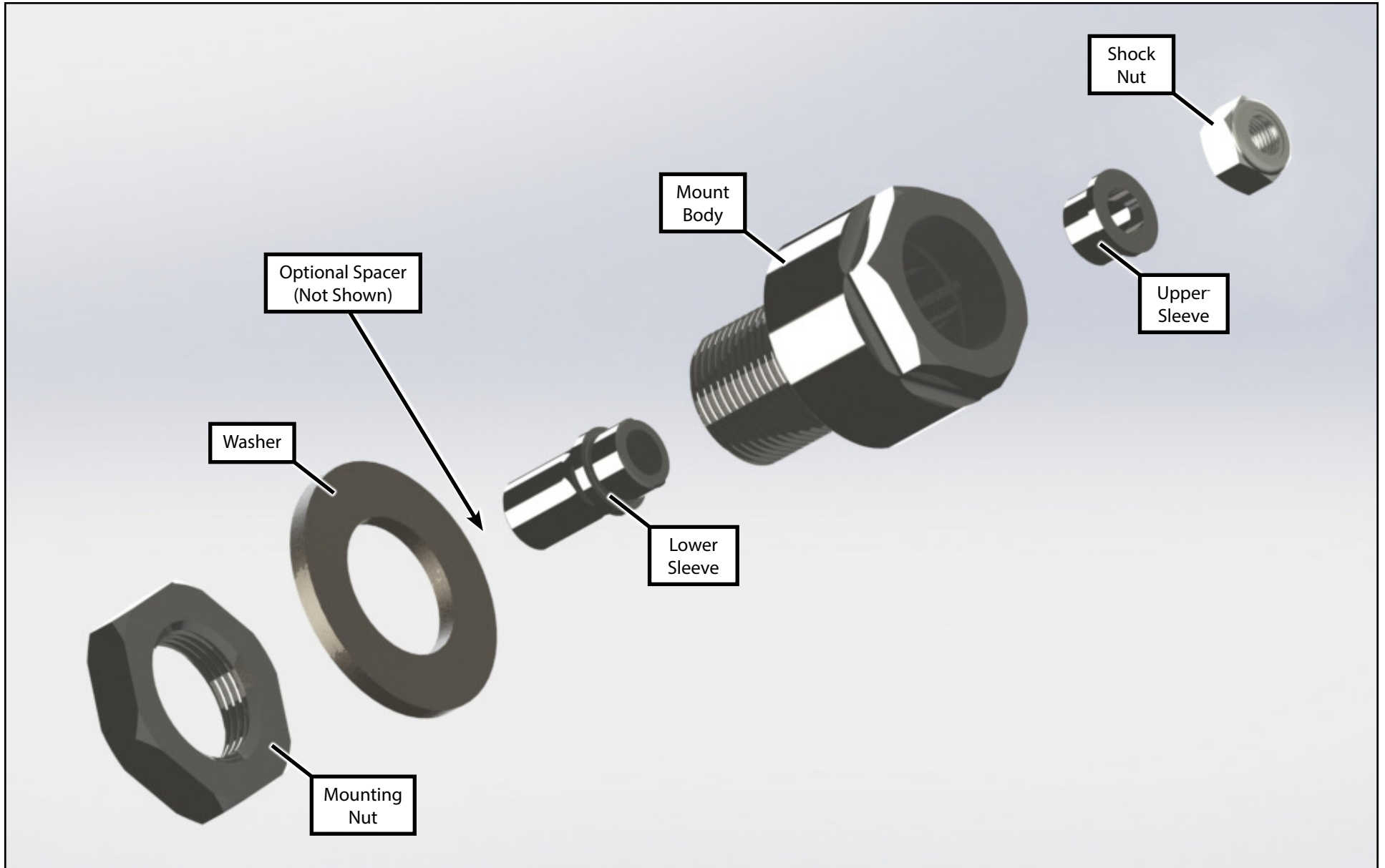


BMW E8x/E9x Rear Upper Shock Mount Set Installation Instructions



Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

KIT CONTENTS



INSTALLATION NOTES

- **RH** refers to the *passenger side* of the vehicle.
- **LH** refers to the *driver side* of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process **BEFORE** you begin.

GENERAL PREPARATION AND SAFETY INFORMATION

Turner Motorsport cares about your health and safety, please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- **ALWAYS** wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- Whether lifting a vehicle using an automotive lift or a hydraulic jack, be sure and utilize the factory specified lift points.
- Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- **ALWAYS** support the vehicle with jack stands.
- **ALWAYS** read and follow all safety information and warnings for the equipment you are using.



NEVER get underneath a vehicle that is supported only by a jack, and **ALWAYS** make sure that the vehicle is securely supported on jack stands.

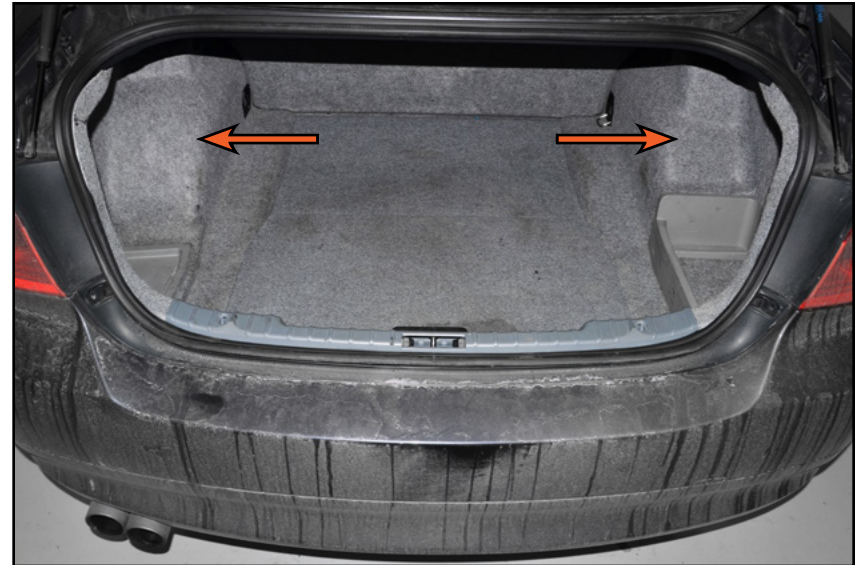
INSTALLING THE NEW SHOCK MOUNTS

Step 1: T40 Torx, Trim Removal Tools

In order to access the shock tower in the wheel arch, loosen and remove the trim panels from both sides of the trunk interior (arrows).



The trim panels are held in place by several push-rivets and one T40 on either side, make sure you remove all of these fasteners before attempting to remove each panel.



Step 2: 15mm Strut Nut Wrench, 6mm Socket & Ratchet

Remove the rubber shock tower cover. Counter hold the shaft of the strut while you remove the upper strut nut, then remove the upper portion of the stock shock mount.



INSTALLING THE NEW SHOCK MOUNTS

Step 3:

Raise and support the vehicle and remove the rear wheels. Pull down to depress the shock and pull the top of the shock out of the shock tower (1), then slide the lower portion of the stock shock mount off of the shaft (2).



Step 4: Large Crescent Wrench, 48mm Socket & Torque Wrench

Slide the upper shock mount down through the shock tower (**RED** lines in LH illustration) then thread the washer and nut onto the mount from below and tighten the connection to 95 Nm (70 Ft-lbs).



INSTALLING THE NEW SHOCK MOUNTS

Step 5:

This kit allows for two different configurations, each are shown in the illustrations on the right.

The LH illustration shows an ideal setup if you want to retain your OEM bump stop retaining washer. This configuration utilizes the spacer which is provided in the kit, this **decreases** the overall shock travel length by approximately 4.5mm from stock.

PRO: Using the spacer will allow you to use the stock bump stop retaining washer, and may allow you to retain the dust boots or bump stops found on many aftermarket shocks.

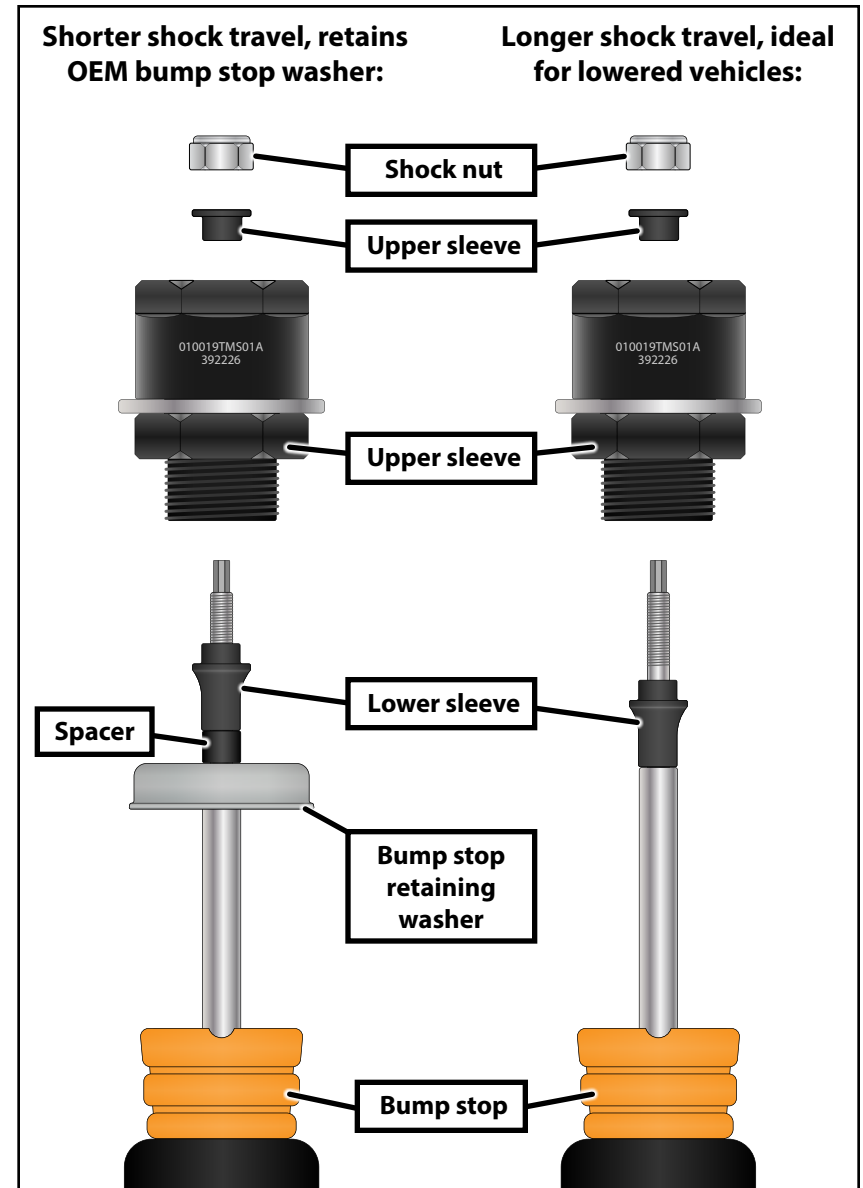
CON: Decreasing shock travel length can result in slightly firmer ride quality.

The RH illustration is an ideal setup for lowered vehicles. This configuration does not utilize the spacer which is provided in the kit, this means that the overall shock travel length **increases** by approximately 7.5mm from stock.

PRO: This would be especially beneficial for lowered vehicles where the shock travel has already been significantly reduced.

CON: This configuration prevents the use of the stock bump stop retaining washer and may prevent the use of certain aftermarket shock boots or bump stops.

Select your desired setup, assemble all of the components onto the shock shaft as shown in the corresponding illustration. Next, depress the shock shaft and slide it up through the installed shock mount, then install the upper sleeve and shock nut.



INSTALLING THE NEW SHOCK MOUNTS

Step 6: 17mm Strut Nut Wrench, 6mm Socket & Torque Wrench

Counter hold the shaft of the strut while you torque the upper strut nut to 38 Nm (28 Ft-lbs), then reinstall the rubber shock tower cover.



Step 7: T30 Torx

Reinstall the trunk trim panels.



Your Rear Upper Shock Mount installation is complete!



These instructions are provided as a courtesy by Turner Motorsport

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