



# Instruction Sheet BMW 5 SERIES REAR ECCENTRIC BUSHINGS



Check out how to install  
this part at:  
<http://www.spc-tv.com>

*This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.*

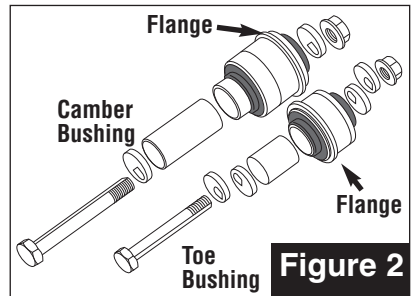
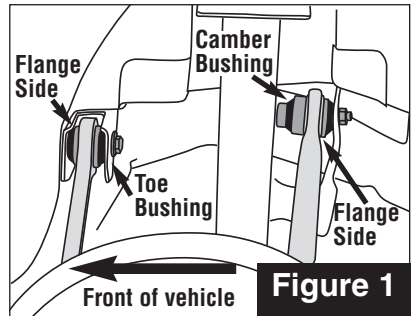
*This rear alignment kit requires the replacement of the inboard bushings on the rear upper control arms. After installation an additional 1.5 degrees of camber and toe can be achieved using the adjustments on the new bushings and the stock factory camber and toe adjusters. After installation of this kit the total range of camber and toe is approximately 2.5 degrees.*

1. Always check for loose or worn parts, tire pressure and tire wear.
2. Raise vehicle and support with safety stands under frame. Remove rear wheel assembly.
3. Disconnect ABS wire and remove the nuts retaining both upper control arm outer ball studs to the knuckle. Remove the bolts and nuts retaining both upper control arms to the frame. Remove both arms from the vehicle.
4. Press out existing inboard bushings using appropriate bushing or ball joint press tool such as #72509 or #40910.
5. Press in new camber (larger) and toe bushings (smaller) in the respective arms so the flange of the bushings are opposite of the outer ball end stud shaft. See Fig. #1.
6. On the toe arm (smaller), install center spacer and inner cam washers into the bushing. Install arm into vehicle. Install the new toe bolt with outer cam washers on both sides of the frame bracket then install the nut and tighten lightly. See Fig. #2.
7. Install and tighten the outboard ball end stud and nut.
8. Install the center spacer and cam washers into the camber bushing and install arm into vehicle with new bolt and nut. Tighten nut lightly. Install outboard ball stud end and nut and tighten. Reconnect ABS wiring.
9. Reinstall tire and wheel assembly and lower vehicle.
10. Set rear alignment for camber and toe using a combination of the new inboard upper and the (stock) inboard lower cam adjusters. Adjusted toe using the new toe adjusting cams with extended range. After alignment is set tighten toe adjuster nut, the new camber bushing adjuster nut, and the stock camber adjuster securely.

**Note: If nuts are not tightened securely they may slip out of position and affect alignment angles.**

**Always check for proper clearance between suspension components and other components of the vehicle.**

11. Recheck all alignment angles and road test vehicle.



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