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TMS E36M3/MZ3 Fixed Camber Plates
Part # TSU 36 80 455

Thanks for your purchase! We think that you will find these camber plates to be of the highest quality and the installation to be easy. Increasing the negative camber of your E36M3/MZ3 will reduce understeer and prolong the life of your tires when used on the track. These plates simply bolt on top of the factory upper strut bearings of your M car and will increase negative camber by 2º. Vehicle height in the front will be raised by .25". Material has also been added to increase stiffness of 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.

These guidelines will help you with the installation of these plates. Should you have any questions we can be reached M-F at the number above. Thanks again!

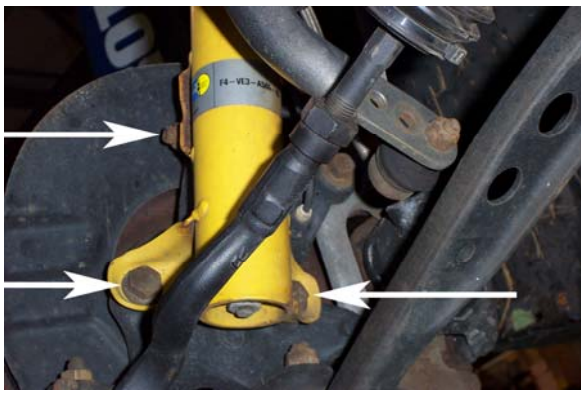
Parts list for kit:

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

Directions:

1. Lift and properly support the car.

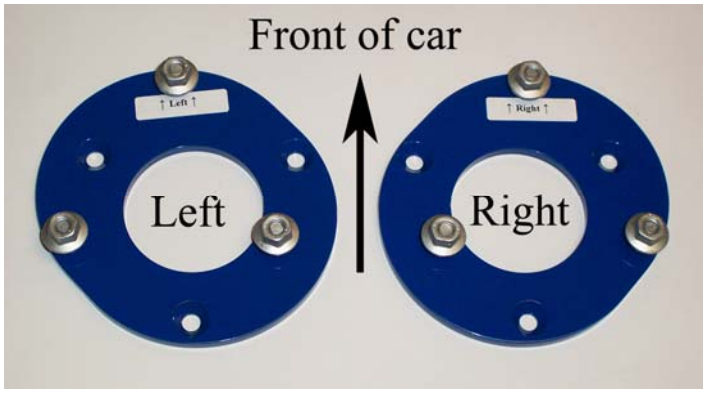
2. Remove front strut assembly.
   a. Disconnect swaybar links from shocks
   b. Support front wheel/hub assembly
   c. Remove brake caliper and properly support. Be especially careful of the brake lines.
   d. Remove the two lower bolts and the one upper nut and bolt that attach the strut to the hub.
   e. Lower front wheel/hub assembly.
   f. Remove 3 M8 nuts connecting upper strut mount to strut tower.
   g. Remove front strut assembly.

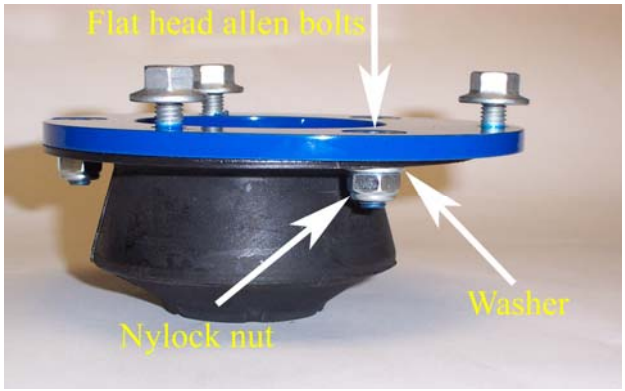


3. Remove upper strut mount from shock/spring assembly.
   a. The spring maybe under a large preload. Make sure to use a good spring compressor to keep the strut mount and hardware from shooting off and causing damage or injury.
   b. Remove the shock nut. **Use caution and do not use air tools to remove or install upper strut bearings; too much torque will snap the shock's piston rod!**

4. Prepare upper strut mount
   a. In order for the fixed plates to be installed the stock studs have to be removed from the upper 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.

5. Install camber plates to the upper strut mount.
   a. **Note** there are Left and Right plates. Be careful to install them on the proper side of the car. Looking at the top of the strut bearings the arrows should be facing to the front and outwards of the car. **Note** 1995 M3 strut bearings are the same left to right, but 1996-1999 M3 strut bearings have left and right strut mounts. The arrows on the decal on the fixed camber plates should be facing to the front of the car. This will shift the strut bearing to the inside of the strut tower and increase the negative camber of the tire.
   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. Before reassembling the strut bearing assembly to the strut, test fit strut bearing assembly to strut tower. Check to make sure there is no undercoating between the fixed camber plate and strut tower. If there is remove under coating.
   e. Reassemble the front strut assembly.





6. Re-install the front strut assembly to the chassis.
   a. Torque upper strut tower flange nuts to: 24 Nm (16 ftlb)
   b. Torque hub and strut to: 105 Nm (78 ftlb)

7. Because changes to camber also affect the toe angle, the car will have to be re-aligned