

Thank you for purchasing your new SOLO WERKS S1 Coilover suspension.

IMPORTANT PLEASE READ BEFORE BEGINNING INSTALLATION:

Please take a moment to review this installation process and verify that your kit is complete and all components have been received. If there are any questions during the process, contact us directly.

Technical support: **888-679-3278**

SOLO WERKS recommends that you have this kit installed by a qualified professional. Solo Werks or its authorized agents are not responsible for damage or failure resulting from an improper or modified installation. Do not use a pneumatic impact gun to torque the upper strut nut as damage may occur.

All suspension related components must be inspected and in good working condition. You should inspect all bushings, tie rods, hubs, bearings, strut mounts, sway bar end links, wheels, tires, etc. and replace if necessary.

This suspension system was designed to work best with the factory wheel/tire combination. Any deviations from these specifications could result in significantly altered handling characteristics and/or increased interference risk to other vehicle components.

SOLO WERKS TIP: Depending on the offset & size your wheels/tires, wheel spacers may be required for proper fitment.

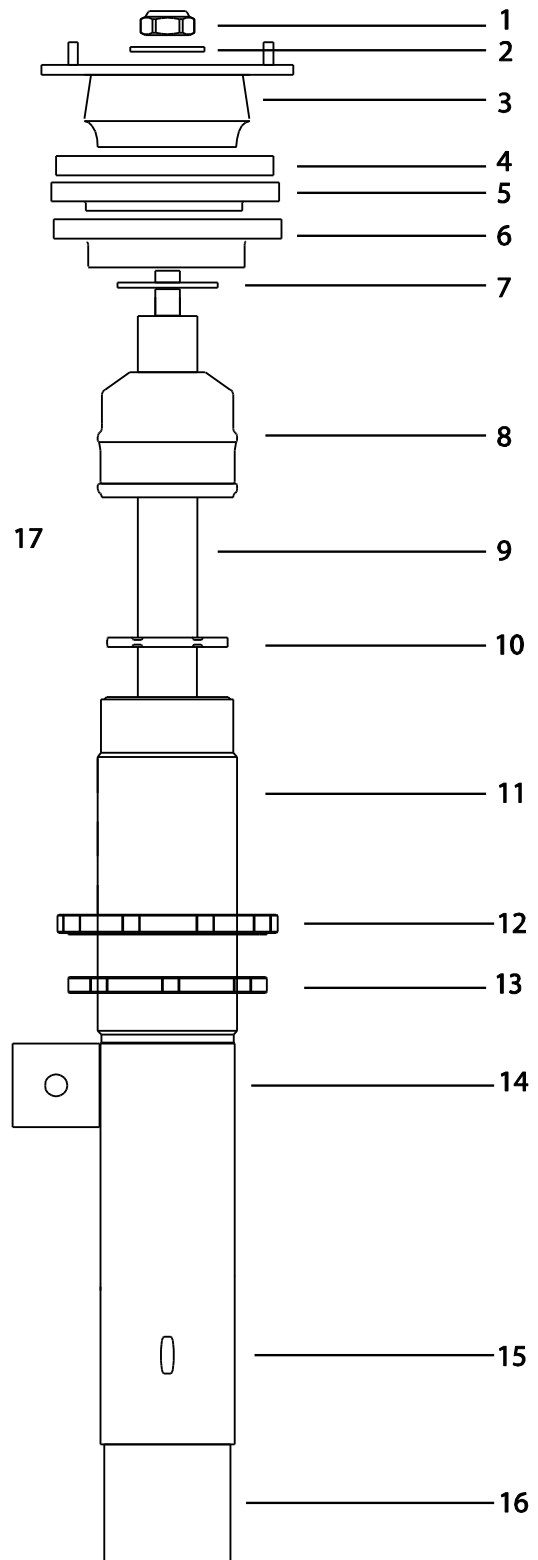
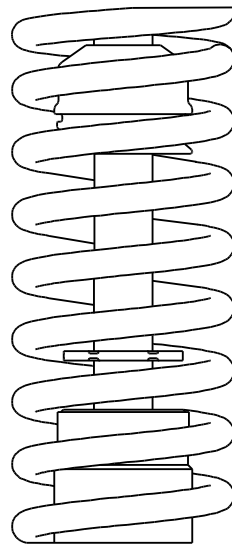
If suspension is lowered past the recommended measurements there can be possible interference with multiple vehicle components; (i.e. modification may be necessary to fender lips, seams etc...). This will also void your Solo Werks warranty.

After installing the suspension system, a four-wheel alignment must be performed according to manufacturer's specifications. Check and reset load- dependent brake compensator, ABS system and headlight aim according to manufacturer's specifications (If applicable).

ALL RUBBER- MOUNTED STRUT/ DAMPER ATTACH-MENTS MUST NOT BE FULLY TIGHTENED UNTIL AFTER THE SUSPENSION SYSTEM IS LOADED (WHEELS ON THE GROUND). OTHER MOUNTING FASTENERS (FOR EXAMPLE BRACKETS) MUST BE SECURELY TIGHTENED BEFORE LOAD IS PLACED ON THE SUSPENSION SYSTEM

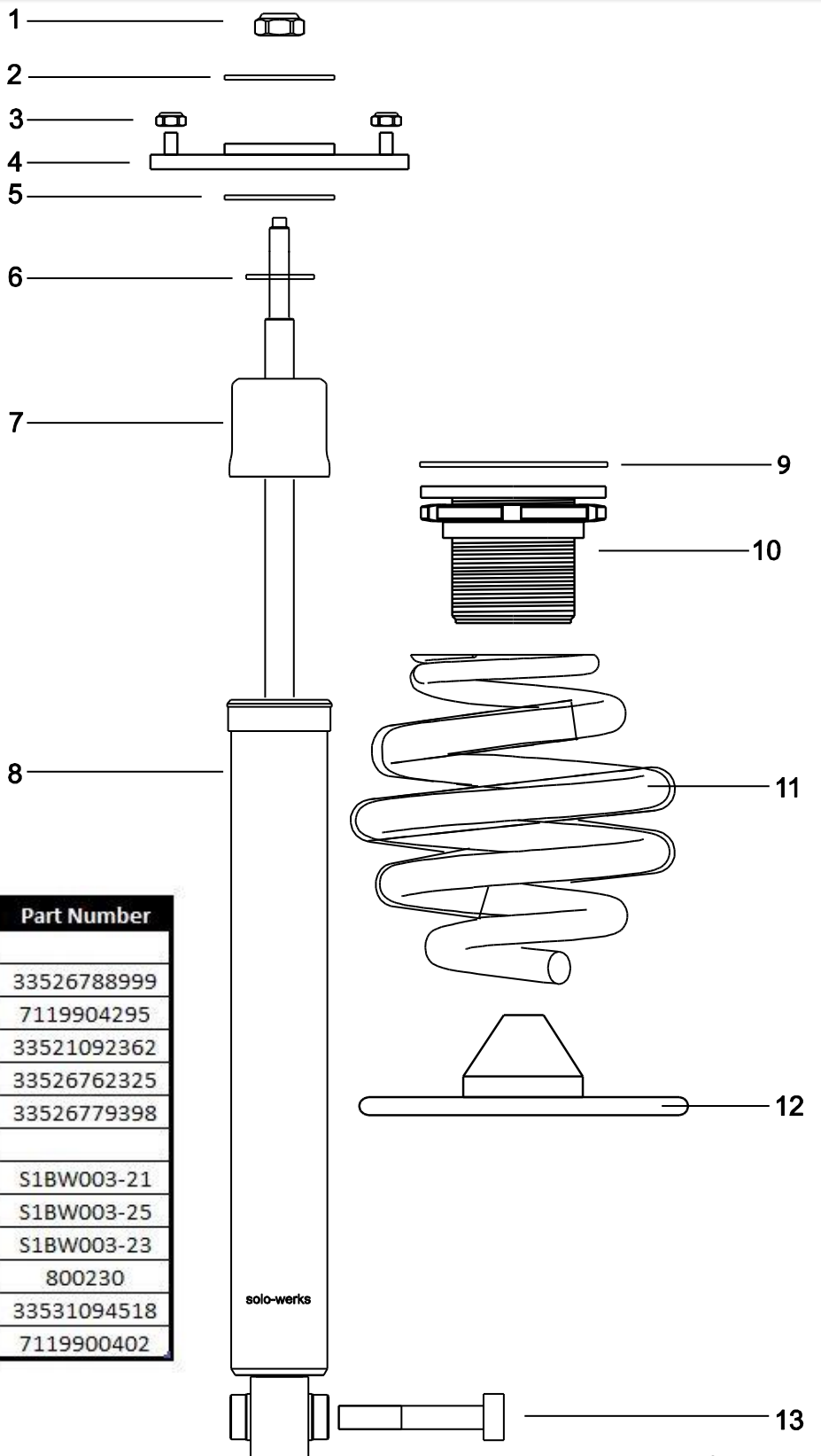
Every effort has been made to avoid printing errors in our literature. However, if there are any application or specification errors or omissions we must disclaim responsibility.

Fig. 1



| # | Description | Part Number |
|----|----------------------------------|----------------------------|
| 1 | Top Nut Nyloc | S1BW003-12 |
| 2 | OEM Plate | 31332229427 |
| 3 | OEM Upper Strut Mount | 31332229165 31332229166 |
| 4 | Oem Bearing | 33131090612 |
| 5 | OEM Upper Spring Pocket | |
| 6 | OEM Upper Spring Pad | 31331091233 |
| 7 | OEM Support | 31321139423 |
| 8 | Elastomer Bumpstop | S1BW003-07 |
| 9 | Damper Shaft | |
| 10 | Vent Disc | S1BW003-10 |
| 11 | Strut Housing | S1BW003-01 |
| 12 | Lower Spring Perch | S1BW003-06 |
| 13 | Lock Ring | S1BW003-06 |
| 14 | Sway Bar Mount Bracket | |
| 15 | Alignment Tab | |
| 16 | Tapered Portion of Strut Housing | |
| 17 | Main Spring | 800910 |

Fig. 2



| # | Description | Part Number |
|----|------------------------------|-------------|
| 1 | Top Nut Nyloc | |
| 2 | OEM Cupped Washer | 33526788999 |
| 3 | OEM Upper Shock Mount Nuts | 7119904295 |
| 4 | OEM Upper Shock Mount | 33521092362 |
| 5 | OEM Plate | 33526762325 |
| 6 | OEM Shim | 33526779398 |
| 7 | Bumpstop | |
| 8 | Damper Housing | S1BW003-21 |
| 9 | Spring Perch Isolator | S1BW003-25 |
| 10 | Rear Adjustable Spring Perch | S1BW003-23 |
| 11 | Rear Spring | 800230 |
| 12 | Oem Spring Pad | 33531094518 |
| 13 | OEM Lower Hex Bolt | 7119900402 |

Original Suspension Removal

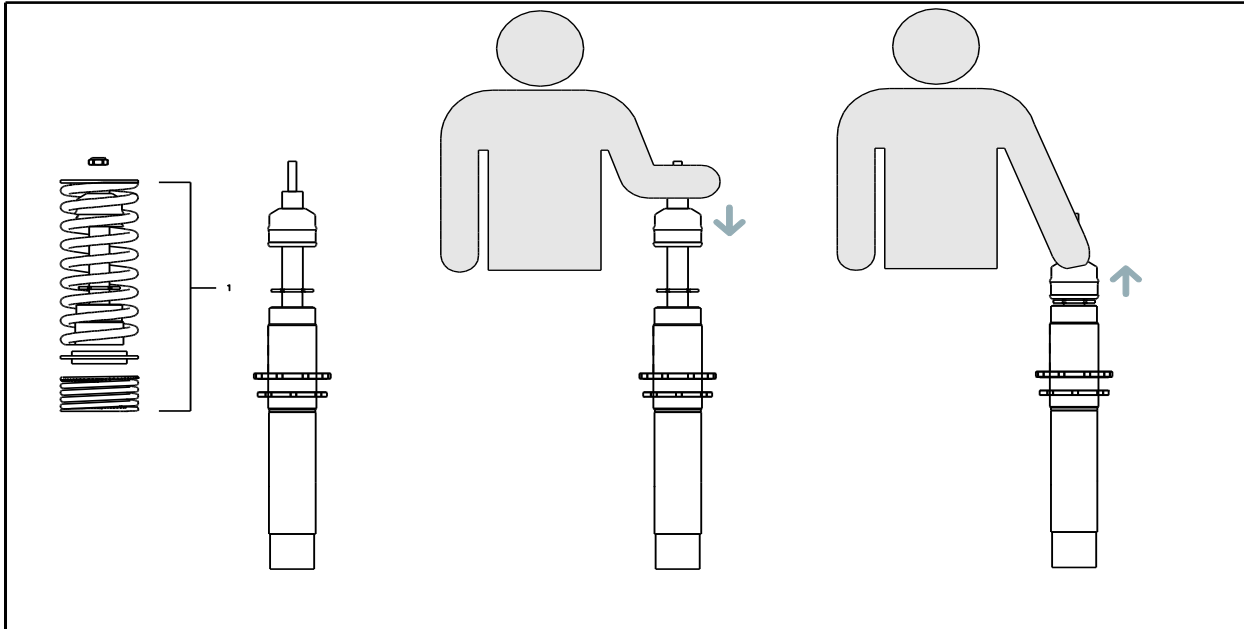
Front

1. Support Lower Control Arm/Spindle
2. Remove any lines from original suspension strut mounts
3. Remove sway bar end link from strut housing and sway bar (Fig. 1 #13)
4. Remove Lower spindle Bolt from spindle
5. Using Strut Spreader Tool, spread spindle mount
6. Lower the control arm to separate strut from spindle. (Fig.1 #15)
 - a. Ensure that the lower control arm is still supported
 - b. This may require work to separate as corrosion may limit movement
 - c. Using rubber mallet tap the cast spindle to free strut from spindle
7. Support strut from inside wheel well
8. Remove three (3) upper strut mount nuts (Fig.1 #3)
9. Remove strut assembly
10. Leave the Strut Spreader in place

SOLO WERKS TIP: As the strut mounts are a consumable/wear item and are a known fail point on this chassis. Solo Werks recommends using new replacement parts and leaving your original suspension as an assembly. These parts are available from your Solo Werks Dealer or your local BMW parts dealer.

NOTE: If you are using your existing OEM upper strut mount (Fig. 1 #3) you must remove this from the strut assembly. This component is under extreme pressure from the front spring and must be removed using an appropriate spring compressor to relieve the pressure. Follow the directions given by the manufacturer of the Spring Compressor to safely remove the spring and disassemble the Strut Assembly.

Solo Werks Coilover Pre Assembly – Priming the Dampers



SOLO WERKS TIP: As the suspension is shipped and stored in a horizontal position, it is advisable to exercise or Prime the shock absorber before you install them to ensure that the internal contents are in the correct chambers. Therefore, we advise that before you assemble the front coilover shock absorber, take a moment to purge the shock absorber.

To do this, one side at a time remove the following from one of the front Coilover Assemblies:

- Two Upper fasteners (lock nut and securing nut)
- Upper Spring Perch
- Main Spring
- Spring Isolator
- Helper Spring

You will then be left with the coilover strut with the bumpstop and vent disc on the shaft. Pull the bumpstop up to the top of the chrome shock shaft, just before the threaded portion.

With the shock upright (as it would be installed in the vehicle) compress the shock shaft until the bump stop touches the shock housing, and then pull to extend the shock shaft back to full extension.

Repeat 3-5 times. You will notice the shock forces getting progressively harder each time. Once they feel consistent each way, you are ready to install.

Solo Werks Coilover Assembly and Installation

Front

1. Assemble the coilover assembly with the OEM Strut Mount using the provided hardware as in the diagram (Fig. 1)

NOTE: Use of an anti-corrosion spray such as the Boeshield T-9 on the threads & main perch/spring seat at this point can make the adjustment process much easier and will add an extra layer of protection. Boeshield T-9 is available from your Solo Werks dealer.

2. Insert strut assembly into vehicle
 - a. Hand tighten three (3) upper strut mount nuts

NOTE: Before proceeding with the next step, inspect the Spindle for debris (rust/dirt etc. as this can make installation difficult.

3. Connect strut housing to spindle:
 - a. Insert Strut into spindle making sure housing is completely seated within spindle. (Fig.1 #15)
 - b. Remove strut spreader tool and insert OEM hex bolt and nut, torque to spec.
4. Reattach any brake, ABS lines, etc. that were removed.
5. Repeat procedure on the other side of vehicle.
6. Once vehicle is placed back on the ground tighten three (3) upper strut mount nuts to proper torque specifications.
7. Adjust lower spring perch to desired vehicle height.

Original Suspension Removal

Rear

SOLO WERKS TIP: *The removal and installation of the rear is easiest if you are able to disconnect the rear anti sway bar end links from the lower control arms.*

1. While supporting lower control arm in the compressed position (loaded as if it is on the ground) using floor jack, jack stand or equivalent.
 - a. Remove lower shock bolt (Fig. 2 #16)
 - b. Slowly lower rear control arm on to remove the pressure on the rear springs
 - i. Additional force pushing down on the lower control arm may be necessary for removal of rear spring.
 - c. Remove rear springs
2. Remove the two upper bolts from the upper shock mount on each side & remove rear shocks. (Fig. 2 #3)

SOLO WERKS TIP: *Access to upper shock mount nuts requires removal of trunk interior. Please refer to repair manual (i.e. Bentley Manual) for proper procedure.*

3. Remove factory upper mount and bumpstop/dust shield assembly from OEM shock. (Fig. 2 #7&8)
 - a. These will be reused with new Solo Werks rear shock.
 - b. Note orientation as they will be reinstalled in same fashion.

Solo Werks Coilover Assembly and Installation

Rear

The Rear of this platform is a combination of a rear lowering spring & adjustable spring perch and specially matched shock absorber. The shock absorber does not need to be adjusted in any way to change the ride height.

SOLO WORKS TIP: *Just like the front struts, it is advisable to Prime the rear shocks as well. To purge the rear shocks: Refer to procedure on page 5.*

Rear Spring Assembly

1. Remove the lower factory spring pad from the control arm, and ensure that the area is clean and clear of any dirt or debris. – Note: This lower spring pad CAN BE reused to gain additional height on the rear Axle.
2. Remove the upper spring pad from the factory spring or from the upper spring locator on the body and ensure that that the area is clean and clear of any dirt or debris. This IS NOT reused.
3. With the adjustable perch on top of the spring, place the assembly into the lower control arm pocket & body spring locator. (Fig. 2 #11,12,13)
 - a. You may need to lower or raise the rear axle to keep the assembly in place.
 - b. Note: with the spring perch installed on top, this allows for easier access for adjustment once installed in vehicle.

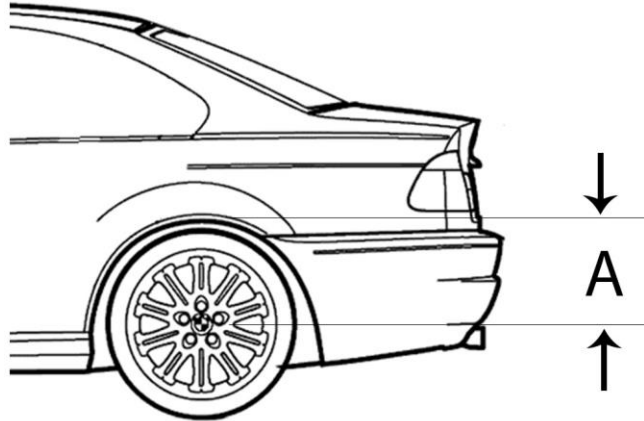
Solo Werks Tip: *Make sure the supplied rubber spring perch isolator is installed in-between the chassis and the adjustable spring perch. (Fig. 2 #10)*

Rear Shock Absorbers Assembly:

1. Assemble new Solo Werks rear shock absorber using original upper shock mount and dust shield/bumpstop assembly (Fig. 2 #4,7&8)
2. Install shock into upper shock mount and hand tighten two (2) shock mount nuts. (Fig. 2 #3)
 - a. Once vehicle is placed back on the ground torque upper shock mount nuts to proper torques settings.
3. Compress lower control arm until lower shock mount bolt can be reinstalled. (fig.2 #16)
 - a. Torque lower shock bolt to proper torque settings.
4. Replace trunk interior to finalize installation.
5. Final check that all hardware is tight and torques properly.

SOLO WERKS TIP: *It is advisable that all attaching hardware be checked after approx. 200 miles to ensure it has retained appropriate OEM torque settings.*

Solo Werks Coilover Final Details – Heights & Working Ranges



| | | Lowering Range | | | |
|------------|---------|----------------|-------|------------|------------|
| | | in Mm | | in Inch | |
| Model | Year | Front | Rear | Front | Rear |
| BMW E46 M3 | 01'-06' | 20-40 | 20-40 | 0.8"- 1.5" | 0.8"- 1.5" |

| Front Measurement | | | | | |
|-------------------|--------------|-------------|---------------|--------|----------|
| Max low mm | Max low Inch | Max high mm | Max high Inch | OEM mm | OEM Inch |
| 335 | 13.18" | 355 | 14" | 375 | 14.75" |

| Rear Measurement | | | | | |
|------------------|--------------|-------------|---------------|--------|----------|
| Max low mm | Max low Inch | Max high mm | Max high Inch | OEM mm | OEM Inch |
| 330 | 13" | 350 | 13.75" | 370 | 14.5" |

- These measurements are in place to allow both front and rear dampers to operate properly and allow for ample shock travel.
- All measurements will be referenced from "center of wheel hub to bottom lip of fender" (see example figure "a")
- Using this system outside of this range can cause premature failure and is cause to void your manufacturer specified warranty.
- Helper springs are intended to keep preload on the main spring under full suspension extension, do not remove!