



The Ultimate  
Driving Machine®



The Ultimate  
Driving Machine®



# M PERFORMANCE COILOVER SUSPENSION.

 **M PERFORMANCE PARTS**

Check with your authorized BMW center for complete information, availability and installation costs. European vehicles and products may be shown.

While BMW NA makes all reasonable efforts to provide accurate information in this brochure, there is no guarantee or warranty of accuracy. Furthermore, we do not assume any liability for the accuracy or completeness of information presented in this brochure.

©2017 BMW of North America, LLC. This brochure, or any portion thereof, may not be reproduced without the express written permission of BMW of North America, LLC. The BMW name, model names and logo are registered trademarks. All rights reserved. Printed In USA 1/17

## CONTENTS.

Vehicle Equipment .....	3
General Information .....	3
Overview .....	4
Factory Setting Values.....	5
Damping Adjustment .....	5
Safety Notes .....	6
Vehicle Height Settings .....	6

# M PERFORMANCE COILOVER SUSPENSION.

## VEHICLE EQUIPMENT.

This document describes all standard, national and special equipment provided in the model series. Country-specific regulations must be observed when using the corresponding functions and systems.

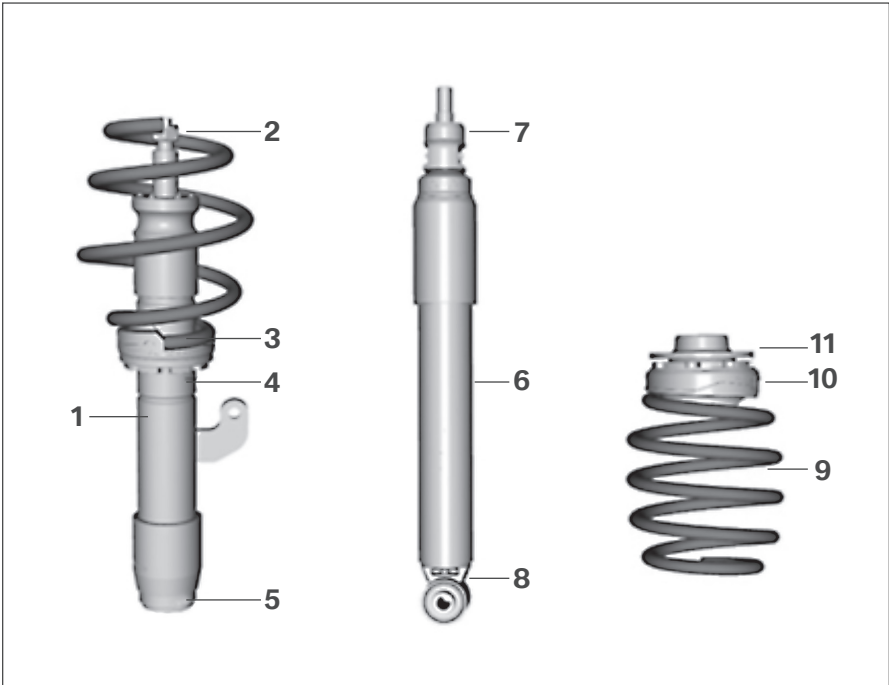
## GENERAL INFORMATION.

The vehicle is equipped with a Coilover suspension with the following adjustment options:

- Vehicle height
- Shock absorber rebound/compression stages

The Coilover suspension is adjusted to the optimal settings prior to dealer delivery. The variable damping features can be changed to suit the driver requirements. Height settings outside of the factory settings are not suitable for use on public roads.

OVERVIEW.



- 1. Front Axle Coilover
- 2. Rebound adjustment
- 3. Spring Seat/Height Adjustment Ring
- 4. Height adjustment Locking Ring
- 5. Compression Adjustment Wheel
- 6. Rear Shock Absorber
- 7. Rebound Adjustment Wheel
- 8. Compression Adjustment Wheel
- 9. Rear Axle Spring
- 10. Spring Seat/Height Adjustment Ring
- 11. Height adjustment Locking Ring

FACTORY SETTING VALUES.

Axle	Rebound	Compression
Front Axle	9 Clicks open	6 Clicks open
Rear Axle	12 Clicks open	6 Clicks open

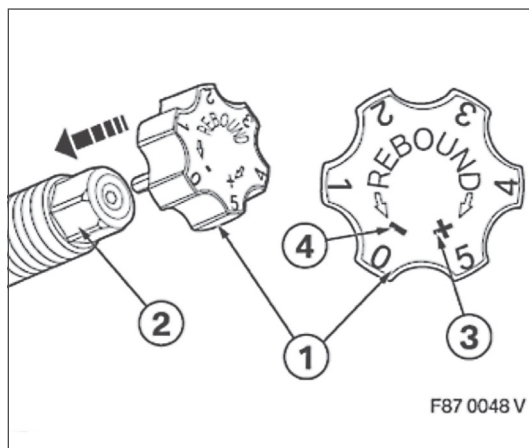
DAMPING ADJUSTMENT.

**Rebound:** The rebound adjustment is made at the top end of the piston rod using the adjustment wheel (1). The adjustment is made from the closed position (max. hardness). The closed position is reached when the adjustment wheel (1) has been turned as far as possible in the hard direction (+) (number "0" on the wheel). The effective adjustment range is 0-16 clicks.

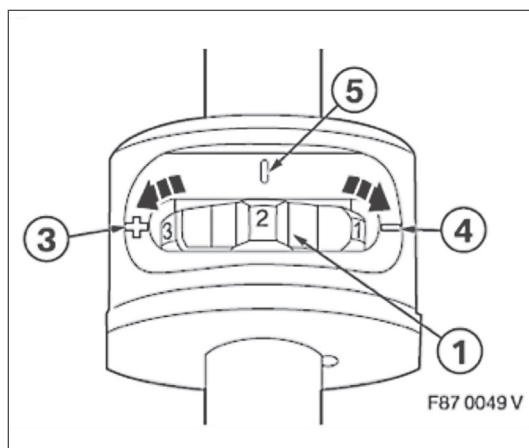


The adjustment wheel (1) actuates a fine mechanical valve. Never attempt to exceed the end of the adjustment range by force. This will damage the adjustment mechanism.

**Effect of the rebound:** Low rebound forces improve comfort when driving slowly but will in particular reduce the stability and steering precision when driving fast. High rebound forces improve handling on the front axle but in some circumstances may reduce grip. Drive comfort is significantly reduce by high rebound forces. Never drive with one axle very hard while the other is very soft.



Place the adjustment wheel (1) on the piston rod (2). The rebound damping can be hardened by turning the adjustment wheel (1) clockwise. Turning it the opposite direction will soften the rebound damping. The directions are marked on the adjustment wheel (1) with a "+" (harder) (3) and a "-" (softer) (4).



The numbers on the adjustment wheel (1) are for guidance to make it easier to adjust the shock absorbers. The direction in which the rebound becomes harder or softer is shown on the adjustment head by a "+" to harden the rebound (3) and a "-" to soften the rebound (4). The marking (5) on the adjustment head is only on one side. The numbers on the adjustment wheel (1) can be read on the same side as the markings (5) on the adjustment head.

A rebound adjustment knob is included in the supplier Toolbox.

## SAFETY NOTES.



### DANGER

Different rebound and compression settings on one axle may lead to loss of driving stability. The risk of accident exists. Set rebound and compression damping evenly on each axle.



### NOTE

The adjustment wheel for rebound or compression damping activates a high-precision valve which may be damaged if the adjustment range is exceeded. There is danger of damage to property. Do not adjust beyond the limit of the adjustment range.

## VEHICLE HEIGHT SETTING.

The vehicle height is set at the factory for optimized use on the road. The height setting is fixed with locking rings. If the vehicle height is changed, the vehicle must be returned to the factory height before driving on public roads. The locking rings must be dismantled in order to adjust the vehicle height.

For adjustment, the grub screw for the height adjustable spring seat must be loosened. Once the desired ride height is achieved, the grub screw should be tightened to a torque of 1 to 2 Nm.

A height adjustment wrench is supplied with the vehicle and included the Toolbox.