



Product:
Lowering Springs

Part Numbers:
410-503001-N

Applications:
BMW F8x, M3/M4 2014-

Contents in the box:

Qty	Part #	Description
2	00P-0P1107-N	Front Coil Spring
2	00P-0P1096-N	Rear Coil Spring

Difficulty of Installation: Beginner |-----x-----| **Advanced**

Reason: This is a fairly straight forward installation that does require some automotive skill, and adequate tool availability.

Expected Installation Time: 4 Hours

Recommended Tools:

- 16mm box end
- 13mm thin wall socket
- 13 mm deep socket
- 8, 10, 13, 15, 16, 17, 18 mm sockets
- 3/8" drive ratchet
- 3/8" drive extension
- Allen Wrench Set
- Complete Male & Female Metric Torx Socket Set
- 3/4 box end wrench
- 3/8" drive Torque Wrench
- 2 Post Lift and Screw Jack (preferred)

This procedure is best performed on a vehicle lift by qualified mechanics, however it is possible to install these sway bars using a floor jack and jack however it is not recommended.

Front OEM Strut Removal

1. Using proper jacking points, lift and support the front of the car on jack stands.
2. Using a 17mm socket remove the front wheels.
3. Unbolt the sway bar end links from OEM Strut using a 16mm wrench and T-30 torx socket. If the vehicle is equipped with ride height sensors, disconnect the sensor from the driver's side control arm.



4. Position a screw, or floor jack under the front control arm to hold in place.
5. Using a 16 mm socket and wrench, remove the pinch bolt that holds the OEM strut into the upright. Slowly lower the jack and slide strut free from upright. You might need to use a pry bar to open up the split in the upright.



6. Move to the engine compartment. You will start by removing the plastic cowl cover by removing the plastic clips and 10 mm bolts.



7. Remove the (2) 10 mm bolt that holds the coolant reservoir.



8. Remove the Carbon fiber strut brace by removing the (8) 13 mm bolts, and carefully remove from vehicle.



9. Using a E-12 socket, remove the (10) bolts that hold the aluminum strut brace to the chassis. There are an additional (2) T-50 torx bolts that need removed.



10. Remove the two plastic cowl caps to gain access to the remaining (2) 16 mm bolts holding the brace to the vehicle. Carefully remove aluminum brace from vehicle.



11. If the vehicle is equipped with Selective ride you will need to disconnect the connector before removing the OEM strut.
12. Using a 13 mm socket, remove the (3) bolts that hold the strut housing into the vehicle. Be careful to use a helper to hold the strut from the bottom of the car.



13. Using a strut compressor, remove the factory springs from the strut, by removing the top nut, using a 18mm 12 point socket.



Front aFe Control Coil Spring Installation

1. Using a strut compressor install the stock upper spring mount, rubber isolator, and bearing onto the new coil spring, and OEM strut. Using a 18 mm 12 point socket, tighten the top nut while still in strut compressor by using an impact driver.
2. Install the strut assembly into the vehicle by lifting into place, and positioning the upper mount to the body. Note there are positioning pins to pilot into the body. Having a helper on hand, reinstall the (3) upper bolts using a 18 mm socket. Torque to 25 lb-ft.



3. Slide the upright, over the strut tube. Using a floor or screw jack, raise the lower control arm until the upright bottoms on the tapered stop on the strut tube. Approximately $\frac{3}{4}$ " of strut tube will protrude from bottom. If too tight, use a pry bar to slightly pry the split open further.
4. Torque pinch bolts to 20 lb-ft using a 18 mm socket.
5. Re-attach sway bar end link and torque to 25 lb-ft
6. Re-attach any brake line clips, and electrical connectors, that were moved during installation.
7. If the vehicle was equipped with accelerometers, re-attach to factory location.
8. Move to other side of vehicle and repeat process.
9. Reinstall the front wheels using a 17mm socket and torque to 90 lb-ft.
10. Reinstall the strut brace, cowl cover, and reservoir in reverse order.

Rear OEM Coil Spring Removal

1. Using proper jacking points, lift and support the rear of the car on jack stands.
2. Using a 17mm socket remove the wheels.
3. Unbolt the sway bar end links from the sway bar using a 16mm wrench and T-30 torx socket.



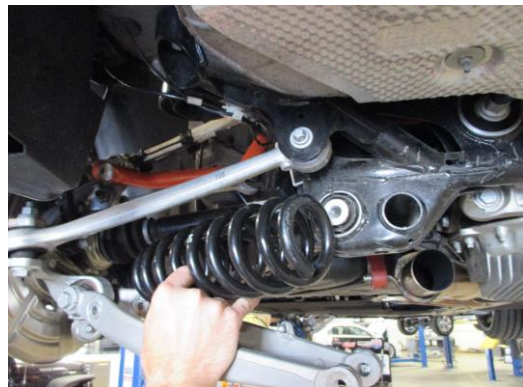
4. Disconnect the ride height sensor located on the driver's side lower rear control arm.



5. Using either a floor jack, or a trans jack, support the lower control arm. Remove the rear shock mount bolts using a 18 mm socket and wrench.



6. Using a 21 mm wrench and socket, remove the bolt holding the lower control arm at the sub frame. Slowly lower the control arm to release tension on the OEM springs, and remove spring from vehicle.



Rear aFe Coil Spring Installation

1. Install the factory upper spring seat, onto the new coil spring. Correct orientation would have the part number right side up. Raise the coil into the vehicle, positioning the upper seat into the hole in the chassis.



2. Be careful to properly index the spring in the lower mount.



3. Using a screw, or floor jack, raise the lower control arm into position, and align the to the upright. Using a 21 mm socket, and open wrench, torque bolts to 56 ft-lbs
4. Install the lower shock bolt. Correct orientation is from the front of the vehicle, the nut will be on the rear. Torque the 18 mm nut 42 ft-lbs.



5. Reinstall the ride height sensor, and any other connectors that might have been disconnected.
6. Re-attach the end link s to the sway bar and torque to 25 lb-ft.
7. Reinstall the rear wheels using a 17mm socket and torque to 90 lb-ft.

When complete take the vehicle to alignment shop for a proper alignment.



191 Granite Street Ste C
Corona, CA 92879
951-493-7128

www.aFecontrol.com