

Part # 074050

Designed to fit all years with standard tyres

1 x Metal Arm Fitted	CFK074050
2 x M6 x 25 Countersunk Socket Screw	CBOLM60015
2 x M6 Stainless steel Countersunk Washer	CWASM60006
2 x M8 'Special' Hexagonal Castlehead Spacer Bolt	CBOLM80015
2 x M8 Flat Washer	CWASM80002
4 x M5 x 12 Button Head Bolt	CBOLM50003
4 x M5 Steel Washers	CWASM50002
4 x M5 Nyloc Nuts	CNUTM50002

THIS HUGGER CAN BE FITTED WITH OR WITHOUT THE ORIGINAL BMW SPLASH GUARD

**WHEN FITTING THE HUGGER IT WILL BE NECESSARY TO CUT AWAY 30mm FROM THE BOTTOM END OF THE ORIGINAL BMW SHOCK ABSORBER PLASTIC SHIELD.
- ALTERNATIVELY TO REMOVE IT COMPLETELY (3 X M6 BOLTS AT THE TOP)**

THIS AVOIDS POSSIBLE CONTACT WITH THE HUGGER WHEN THE SUSPENSION IS HEAVILY COMPRESSED

- Remove original BMW splash guard (three bolts)
- Remove front caliper bolt using T45 torx. Loosely fit M8 Castlehead spacer bolt - **no washer required**
- Remove rear caliper bolt

When the original BMW splash guard is NOT going to be re-fitted

- The BMW spacer bracket behind the top mounting bolt of the original BMW splash guard is removed.
- Fit the M8 Castlehead spacer bolt with **BOTH** flat M8 washers supplied in the fitting kit. *(these washers compensate for the thickness of the removed BMW spacer bracket)*

When original BMW splash guard WILL be re-fitted (see also note bottom of page)

- The BMW spacer bracket is left in place and the M8 Castlehead spacer bolt is fitted **WITHOUT** a washer.
- Fully tighten both Castlehead spacer bolts – 16mm spanner
- The Hugger can now be attached using the two special aluminium countersunk washers and M6 x 25mm countersunk socket screws provided.

(It is recommended that thread lock such as 'Loctite' is used)

- When tight have a good look to check for clearance all round between Hugger and tyre

Important Note: If you are re-fitting the original BMW splash guard fit and **FULLY TIGHTEN** the top and bottom bolts **BEFORE** fitting the middle bolt