

**MRT-20007-4H BMW E30 Gr.A DTM style trailing arm adjuster kit**

Kit content:

- 2x Double adjuster outer end (pre-assembled)
- 2x Spherical inner joint (pre-assembled)



Disclaimer:

- *Racing part with NO warranty, not for use on public roads*
- *Manufacturer disclaims all liability for direct, indirect, incidental or consequential damages, including damage or loss of equipment, cost of purchase or replacement of goods, accident or injuries, or claims of the purchaser that result from the use of the part*

Tools / equipment required for installation:

- 19mm / 27mm / 32mm / 36mm wrenches or sockets
- Torque wrench
- Wire brush / abrasives for paint removal / cleaning of the parts
- Angle grinder / hole saw
- Welding machine
- Reinforcement tube / kit
- Loctite (**blue**)

Torque rates for the bolts / screws / nuts:

- |                      |       |
|----------------------|-------|
| • M12x1.5 nyloc nuts | 45Nm  |
| • M18x1.5 nuts       | 120Nm |
| • M24x1.5LH nuts     | 200Nm |

Important notes:

- Fits only E30 / E36 Compact / Z3 trailing arms and subframes
- **Welding / cutting required**
- **Chassis may need to be notched above the double adjuster to allow sufficient clearance**

## Installation:

1. Remove trailing arms
2. **Make all modifications using precise measurements / subframe / purpose-built jig**
3. Install inner joints
  - a. Trace 20mm radius (40mm diameter) and cut off original bushing sleeve to fit new bearing cup



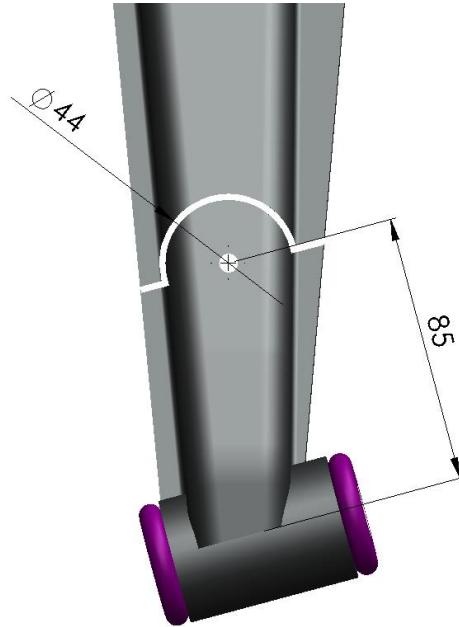
- b. Tag weld spherical inner joint on same position using previous measurement / subframe / purpose-built jig, **bearing retainer must be oriented towards car centerline**



- c. **Disassemble spherical inner joint before fully welding, excessive heat will damage bearing. Avoid overheating / use 32mm diameter plug to reduce warping**

### 3. Install outer end double adjuster

- a. Measure approx. 85mm from bushing centerline and trace 22mm radius (44mm diameter) for the cut, this leaves 5mm for toe-in adjustment, cut more to allow more toe-in adjustment and vice-versa

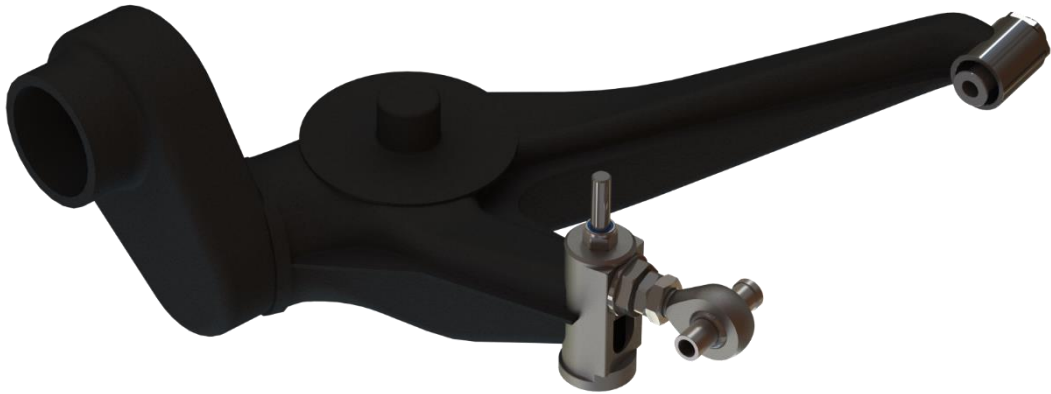


- b. Cut off original bushing end



- c. Tag weld double adjuster

Positioned in the middle of the trailing arm leg adjuster will allow  $\pm 3^\circ$  of camber adjustment. If you need more positive camber, orient adjuster body lower on the trailing arm and vice-versa. Orient rod end using subframe / purpose-built jig

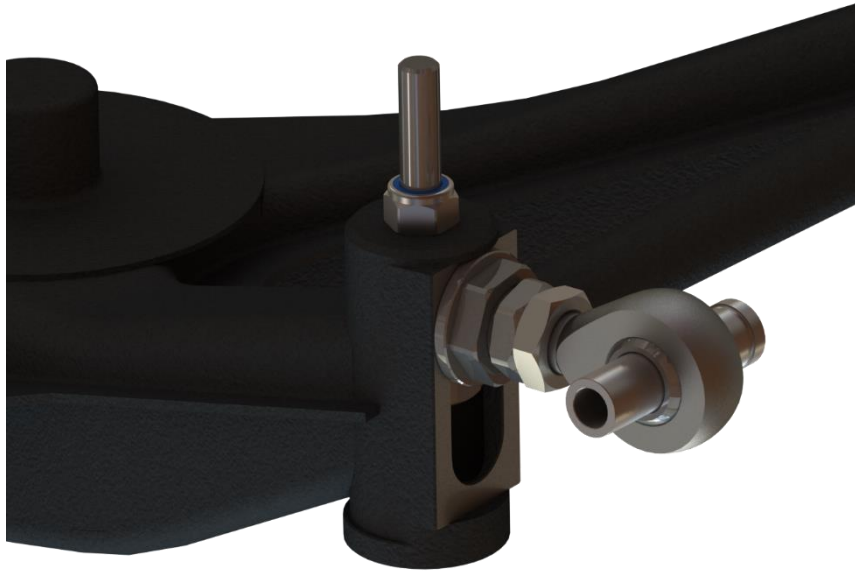


- d. **Disassemble double adjuster before fully welding, avoid overheating / use 36mm plug to reduce warping**

#### 4. Weld reinforcement / support between the trailing arm inner and outer leg

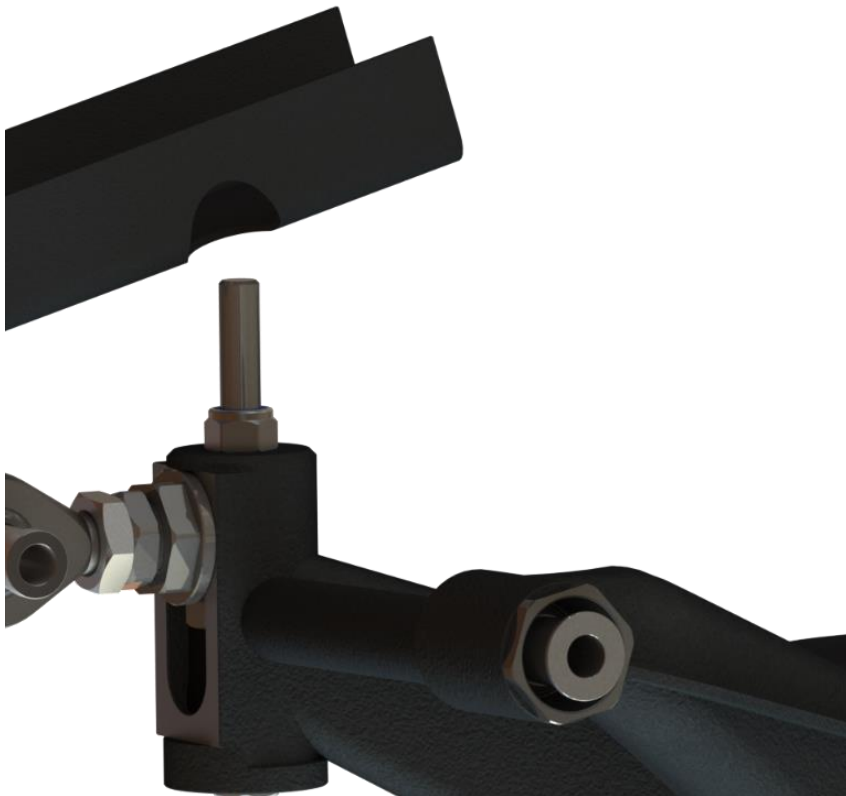


5. Do not paint adjuster body front face, paint will cause lock nuts to loosen up



6. Re-install trailing arm into the chassis

Check chassis clearance above the adjuster at lowest suspension travel, notch the chassis if needed



## 7. Adjustment

- a. Camber is adjusted on the bottom plate of the adjuster, loosen M12x1.5 nyloc nut on top and M24x1.5 LH hex nut, then rotate bottom plate to adjust height
- b. Toe is adjusted on the middle hex on the rod end assembly, loosen both M24x1.5 LH hex nut and rod end M18x1.5 half nut, then rotate from the middle hex to adjust length, **minimum thread engagement 1xD**

## 8. After adjustment torque all fasteners

See torque values on Page 2

9. **Remember to check and inspect all fasteners after first 100km and occasionally after every 500km until the fasteners have set properly. Repeat inspection before and after every trackday**

If you have any questions, feedback or other comments regarding the kit please reach us via email / WhatsApp or social media direct message:



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If you have problems / issues with the kit, please state where you have bought the kit, original Order No. and / or exact model of the kit you have / you supposed to have to ensure we can give you an accurate response.

All spare parts are available on our webshop and dealerships around the world:

<https://mrtengineering.fi/collections/spare-parts>

<https://mrtengineering.fi/pages/dealers>



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