



BAVARIAN AUTOSPORT

Self-Leveling System Elimination

PURPOSE: This tech sheet will outline the general procedures for removing the hydraulic self-leveling systems on the noted BMW models, in preparation for Boge or Bilstein shock installation. Please note that this is not a detailed step-by-step instruction sheet. It is assumed that the installer is familiar with basic rear suspension service on these models of BMWs.

SAFETY WARNING: In preparation for performing this job, the vehicle must be raised and properly supported so that the rear suspension has all vehicle weight removed and is hanging freely. Use appropriate safety procedures and precautions in lifting and securely supporting the vehicle. As the work will be performed overhead, safety glasses are also recommended.

NOTE: Additional parts are required for use with the Self-Leveling Elimination Kit:

- Rear BMW springs for a NON self-leveling version of the application or set of sport springs.

NOTE: 525i & 530i touring must use BMW springs due to increased weight of the touring body.

- Rear shocks for a NON self-leveling version of the application (525i & 530i touring use sedan shocks).

5 Series

89 thru 96

PARTS LIST:

SLELIM KIT-E34M

SLELIM KIT-E34T

7 Series

88 thru 01

SLELIM KIT-E32

SLELIM KIT E38

PROCEDURE:

1. Disconnect the hydraulic hose, at each side, running between the rear shock and the accumulator (mounted to the rear inner fender well), at the accumulator.
2. Remove the rear shock and spring assemblies complete with the upper mounts and hydraulic hoses.
3. Remove the accumulators and the hydraulic hoses running from the accumulators to the distribution block. Remove the hydraulic hose running from the regulator to the distribution block.
4. Disconnect the attaching lever and connecting link from the swaybar and the hydraulic regulator valve.
5. Disconnect the pressure and return lines (coming from the engine driven pump) from the regulator and remove the regulator.
6. The pressure and return hoses must be rerouted and connected together. This can be done using the supplied union connector (M10 x 1.0) at the ends of the hoses where they have been disconnected from the regulator (Figure 1 "A") or further forward closer to the pump. The connection can be done at (Figure 1 "B") using one of the existing union connectors and gently bending the hose and pipe (#1 & #2) and using the union to connect them together. The hoses CAN NOT be simply plugged. This will damage the hydraulic pump, which also supplies the power steering and power brakes.
7. Assemble the new springs, shocks and upper mount hardware from the Self-leveling Elimination Kit.
8. Install the Spring/shock assemblies into the vehicle.
9. Start the engine and check for leaks at the union of the pressure and return lines.



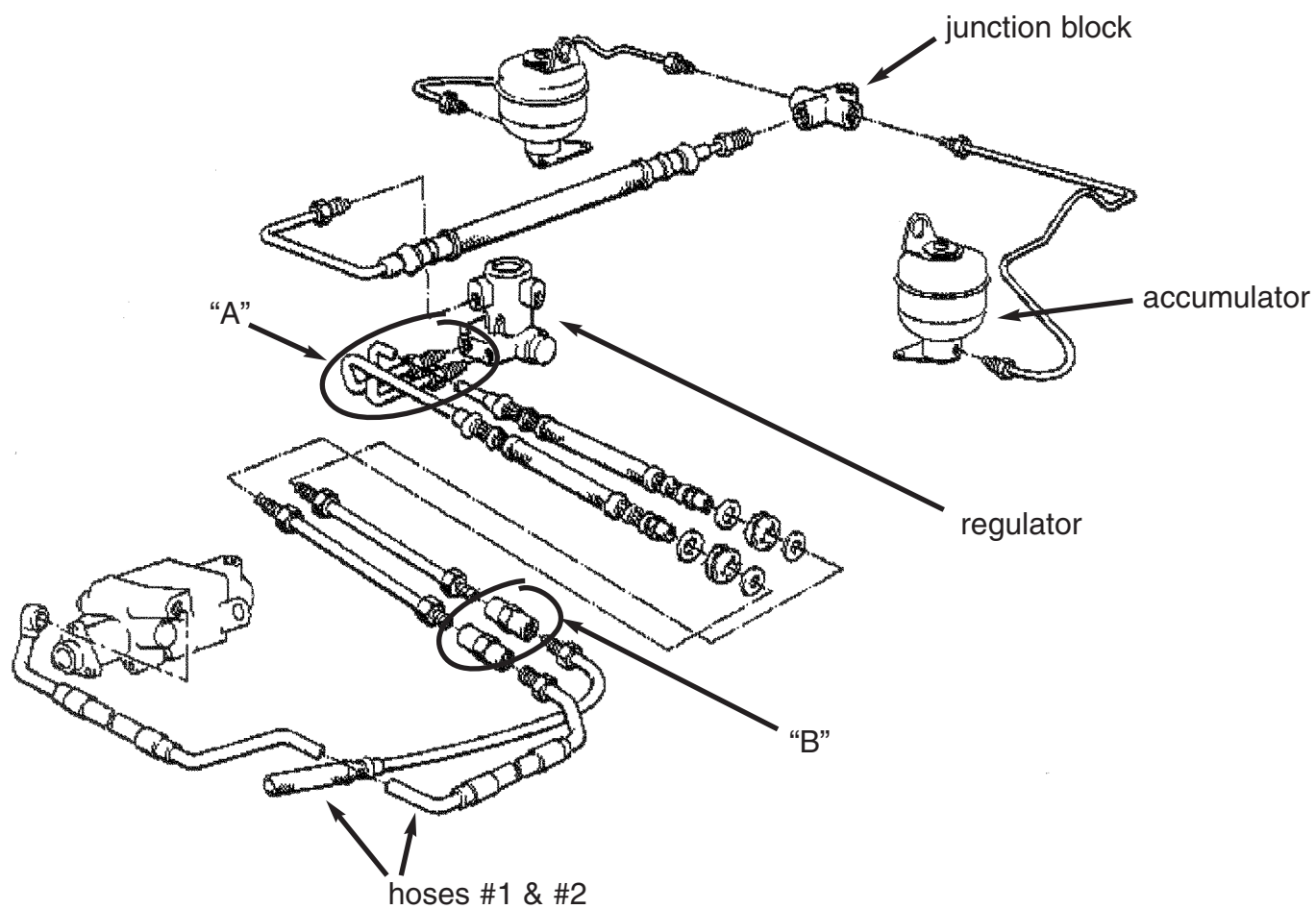


Figure 1