



## Thrust Arm Bushing, Street

Art.nr: 90496

Parts included:

Bushings	2pcs
Locking lid	2pcs
Sleeves	4pcs
M6x16 screws	10pcs

Thanks for choosing a Millway product. Please read the complete manual before starting any work on the car. If anything is unsure. Do not hesitate to contact us at [support@millway.se](mailto:support@millway.se)

**Tip!** Before you start any work on the car you can put the Millway aluminum bushings in the freezer to make them easier to press in later.

The bushings can be mounted with the thrust arm partially mounted on the car. But we recommend to remove the thrust arm completely from the car. This way you can work in a hydraulic press and inspect the parts for previous damage.

**Note!** If you have a F2x/F3x, please note which side that has the longest aluminum part sticking out from the rubber bushing. It is a good idea to take a picture. You will need it later when you should put in the sleeves in the new bushing.

Start to remove the OE rubber bushing. This often the hardest part.

Now you are ready to press in the new bushings. Look for the side in the control arm that has a big chamfer. The bushing should be pressed in from that side. See picture 1.

Use a hollow part to put the control arm on. This must be used to not destroy the bearing once the bushing protrudes thru the thrust arm. See picture 2.

Press in the new (and cold) aluminum bushing in to the thrust arm using a pipe that presses on the aluminum surface. See picture 3.

Press until the flange is in contact with the thrust arm.

**Do NOT press on the bearing!** Like picture 4

Now you are almost done. The bushing now sits firmly in the thrust arm. Use the included lid to secure the bushing and bearing. Use the M6x16 screws and torque them with 10-12Nm. Loctite is not necessary.



Put the included sleeves into the holes in the bearing, one at each side. F2x/F3x has a long and a short sleeve. Look at the picture you took earlier to get the long sleeve at the correct side.

Remount the control arm on the car. Use BMW OE bolt and torque them to OE-specification. A new wheel alignment is recommended as soon as possible.

**Test drive carefully!** Your car will feel different and could have a changed behavior than before.

You could always contact us with questions at [support@millway.se](mailto:support@millway.se)

**Picture 1**

Side with chamfer.  
Press in the bushings  
from this side.



**Picture 2**

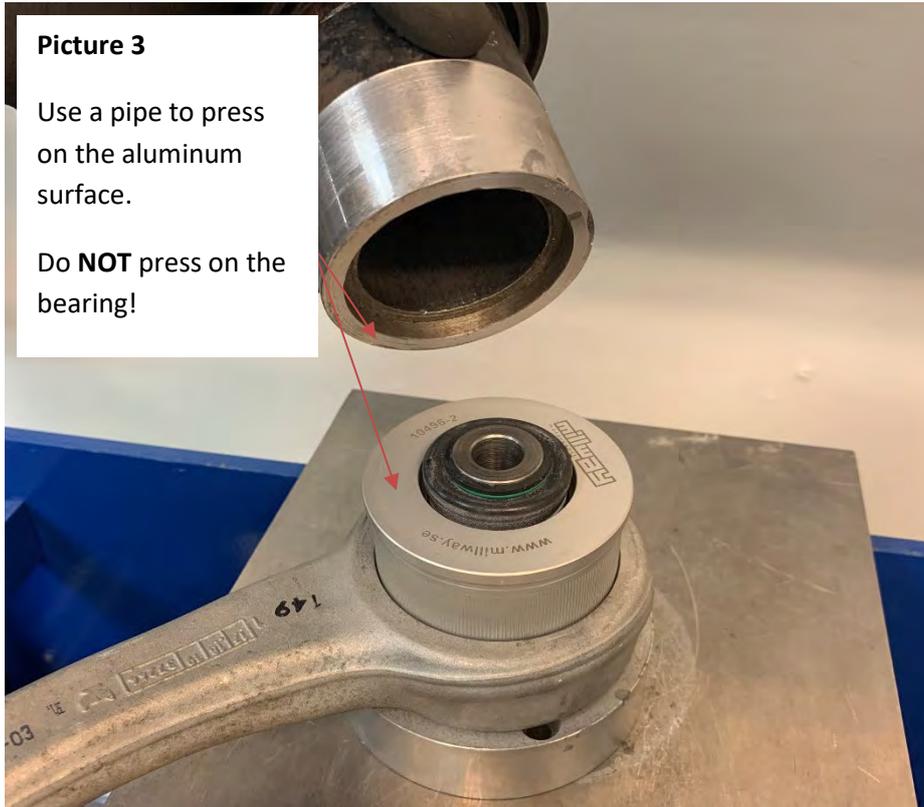
Use a hollow part like in  
the picture.



**Picture 3**

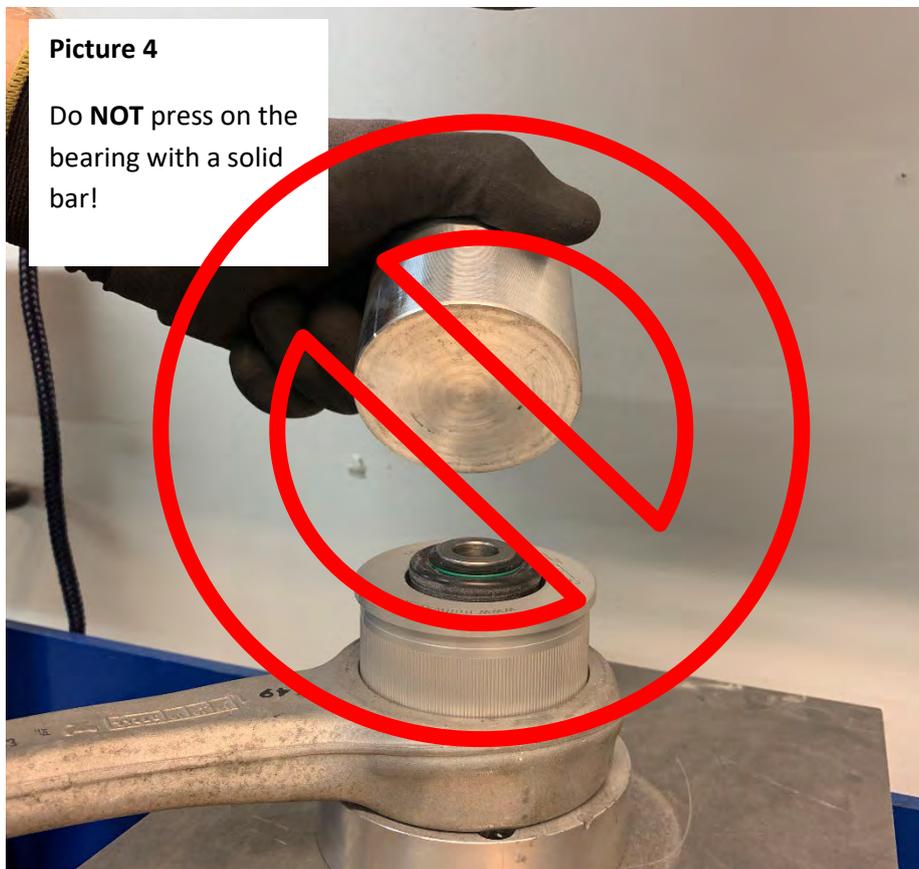
Use a pipe to press on the aluminum surface.

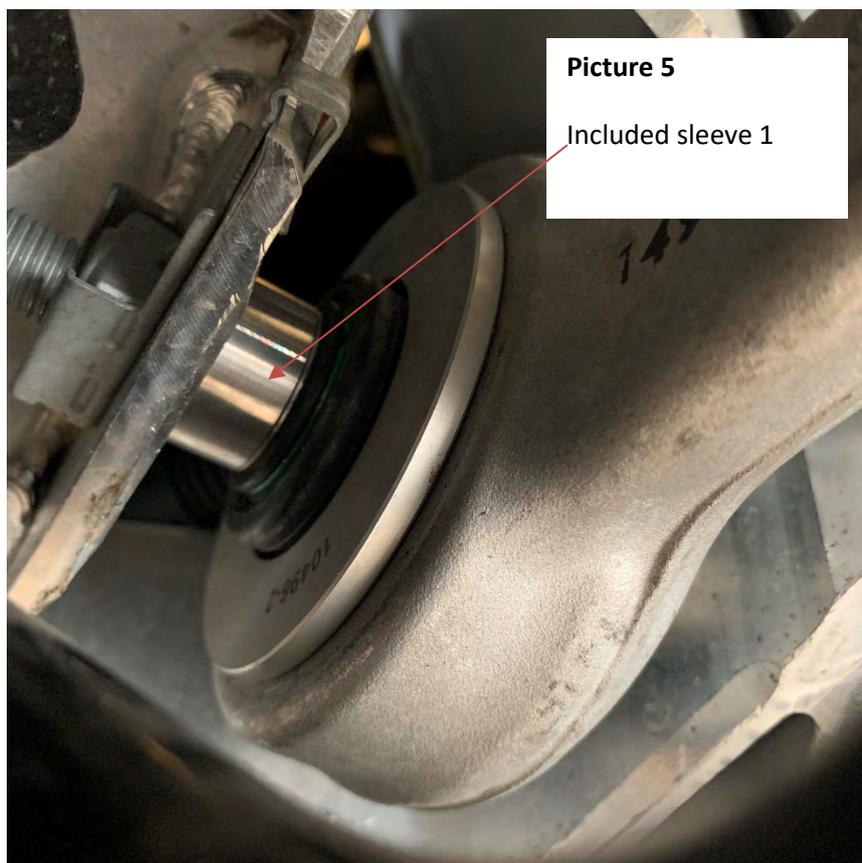
Do **NOT** press on the bearing!



**Picture 4**

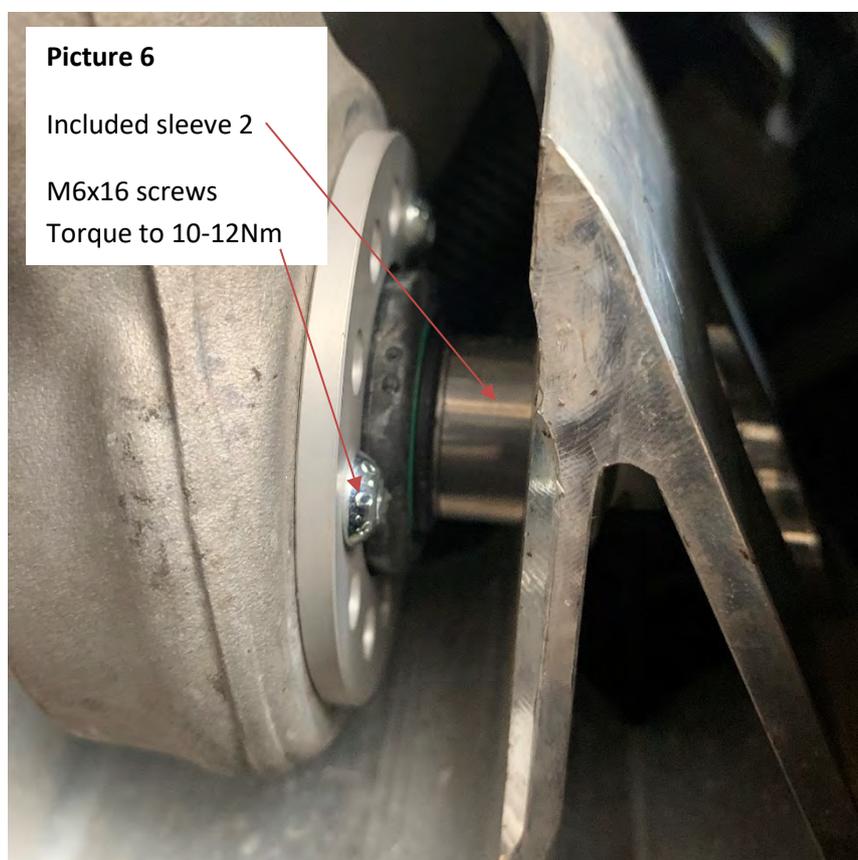
Do **NOT** press on the bearing with a solid bar!





**Picture 5**

Included sleeve 1



**Picture 6**

Included sleeve 2

M6x16 screws

Torque to 10-12Nm