



## *installation instructions*



Adjustable strut mounts (Street): **55634**

Errors and changes reserved. Current installation instructions for the respective product are also available at [www.burkhart-engineering.com](http://www.burkhart-engineering.com) to find.

**Please note before installation:**

- The report must correspond to the technical data of the vehicle  
(axle load, vehicle type, &)
- The product must comply with the reports and these installation instructions  
(Check marking on strut bearing 55634) • The scope of  
delivery must be checked for completeness:

1. 2x strut mounts (left & right the same)

- The table below is intended to provide an indication of the vehicles for which the  
Strut bearings are provided. However, this is not binding for the parts certificate, as identification is  
only legally permitted via the type approval number of the corresponding vehicle!

Manufacturer	Model	Designation
BMW	2s	G42
BMW	3rd	G20, G21
BMW	4er	G22, G23, G26

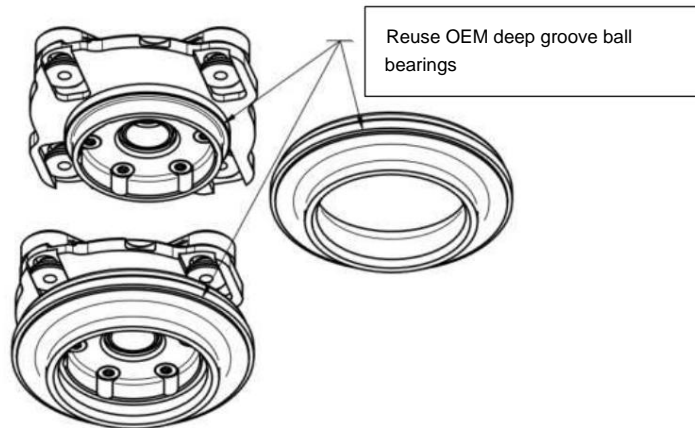
- If you encounter any difficulties during installation, our support team is available during normal opening  
hours. Contact details can be found in the footer!

**Please note during installation:**

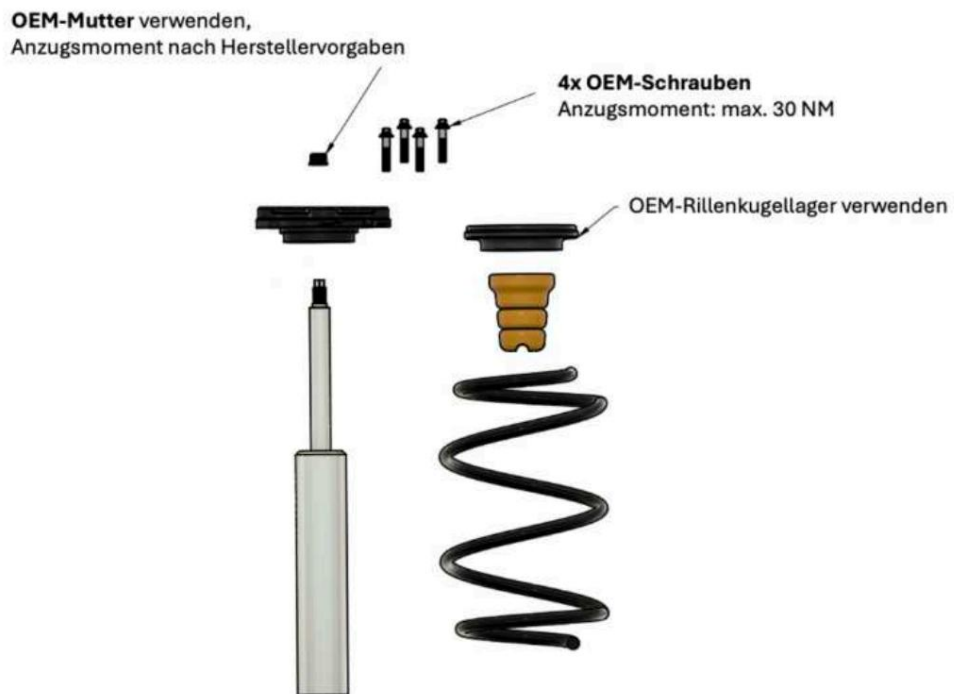
- The conversion may only be carried out by trained personnel using suitable tools  
be performed
- The following assembly instructions and the associated parts certificate must be strictly observed •  
The locking nut of the piston  
rod must not be tightened under any circumstances with a  
impact wrench
- The street bearing of the strut bearing for holding the piston rod must not be lubricated under any  
circumstances, as this can dramatically reduce the service life of the bearing

**The installation**

1. Spring struts including support bearings of the front axle on both sides according to manufacturer specifications from dismantle the vehicle
2. Secure the spring with a spring compressor and remove the existing support bearing from the damper tear down
3. Then carefully separate the deep groove ball bearings (will be reused) from the existing support bearings
4. Now the deep groove ball bearings can be transferred to the adjustable dome bearings become:



5. All components of the suspension strut (shock absorber, spring, dust cover, The stop buffer, spring pad, adjustable strut bearing including deep groove ball bearing and lock nut can now be reinstalled. The tightening torque of the original lock nut can be found in the vehicle manufacturer's specifications.



6. The red sticker (if present) can now be removed from the strut mount: This only serves as a reminder of the maximum tightening torque (30 Nm) for screwing the strut mount to the body
7. In the last step, the strut with strut bearing can be fitted, taking into account the tightening torque, whereby the camber should initially be set to 0, since from a mechanical point of view it is easier to increase the camber during later wheel alignment than to reduce it again.

**Please note after installation:**

- The axle geometry must be measured after the strut mounts have been installed and adjusted if necessary, since a change in camber can also affect other parameters.

**Attention: Camber values of more than 2° on the front axle are not permitted in road traffic**

- It is important to ensure that the strut mount is moved using suitable tools and without using force, so that it is not damaged during the camber adjustment. The front axle may need to be relieved of load. • All screw connections that had to be loosened to adjust the axle geometry must now be retightened using the tightening torque specified above. • After installation, the vehicle must be presented to a technical service (such as TÜV, Dekra, etc.) with the enclosed parts certificate so that the correct installation can be verified.