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E46 RACP Brace – Fitting Instructions

1. Remove any carpet/floor protection from inside the boot area. Side panel will need to be removedd from the wheel arches (interior)

2. Inside the car, use the supplied aluminium template (image1) and a scribe or pilot drill to mark the centre point of the rear subframe mounting point. (please advise this position is as accurate as possible and there may be some discrepincies due to manufacturer tolerances)
   You can drill through the subframe bush from underneath but this could cause damage to the thread and requires an extra long drill.

3. First, using a 6mm drill, drill the top layer and then continue with a hole saw to open to 40-45mm. (image 2)

4. Jack up the car and place on axle stands – use a ramp if possible.

5. Take the rear silencer off the rubbers on the RH side using the 4 M8 nuts on the bracket. This will allow the exhaust to drop down enough to remove the LH subframe bolt. (more important for fitting the new, longer bolts later on)

6. Remove the standard rear subframe bolts. Do not fit the new ones yet!

7. Using a cone or christmas tree cutter (availiable at your local DIY store or on Amazon) open the lower hole (on the RACP panel) to 12-13mm. This is recommended as opposed to a normal drill as it will cause less damage to the thread. (Image 3) Note: The bolt must be removed for this stage otherwise you will be drilling into the end of the subframe bolt!

8. Clean the thread with an M12x1.5 thread tap if required.

9. Fit the new longer rear subframe bolts (18mm Head). This creates a stud on the inside of the car in the newly drilled holes which will be used to mount the SME RACP Brace. (Image 4 + 5). **Torque settings: 57 ft-lbs (77 Nm)**

10. Fit the SME RACP Brace into the car. Lining everything up and re mounting the dampers back in place if you had lowered them for easier access (not required). Before final fitment you can trim any carpet that needs to be replaced. (image 6)

11. Once you are happy with the fitment of the brace (some trimming of the hole in the top panel may be required) you can tighten everything up.
    Torque settings: Damper bolts = 21 ft-lbs (29 NM), M12 Nut (brace to subframe bolt) = 57 ft-lbs (77 Nm)

12. Now you can drill through the x4 holes on the side plates for the supplied M6 Bolts and Nuts. Only do this when all other bolts are tight. This will add even more stabilty and strength to the brace however you can choose not to drill them if you wish. (Image 7)

13. Re-fit the exhaust (if required) and enjoy!

Image 1

Image 2

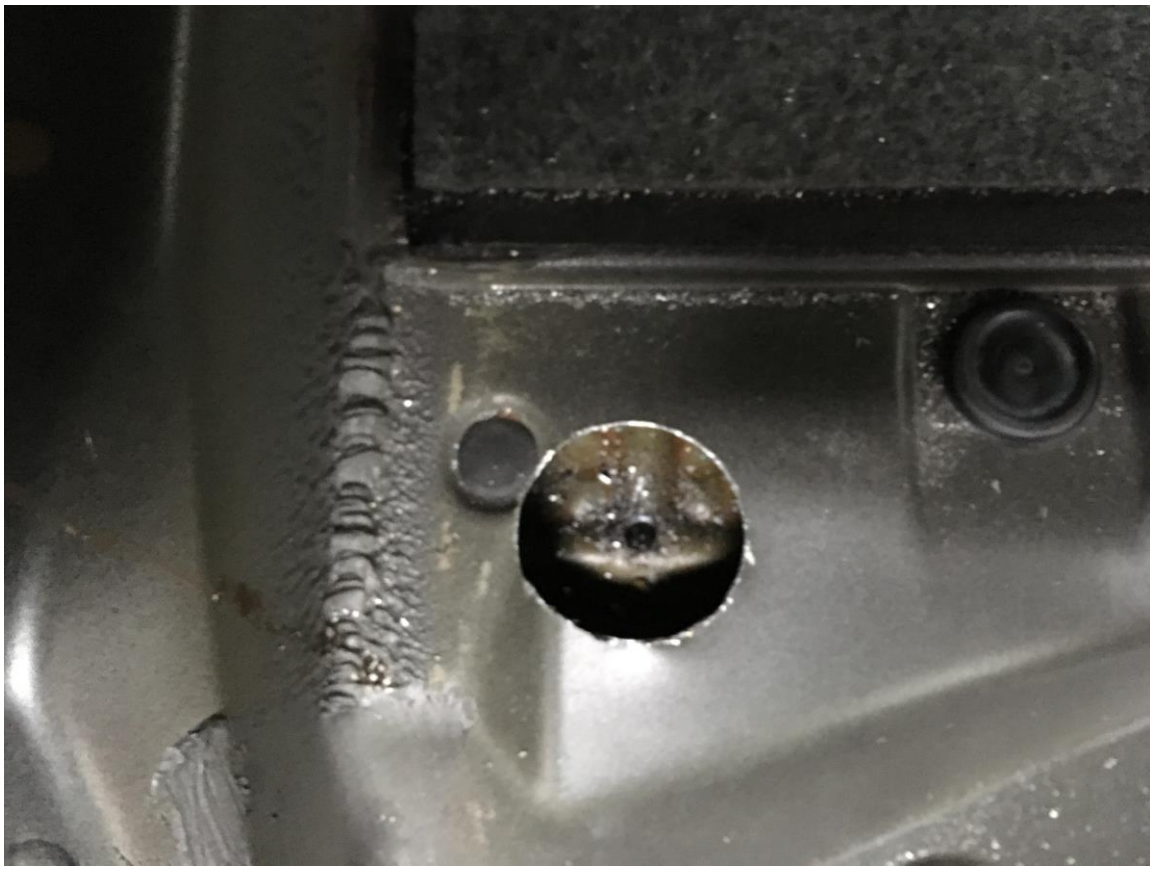

Image 3

Image 4

Image 5

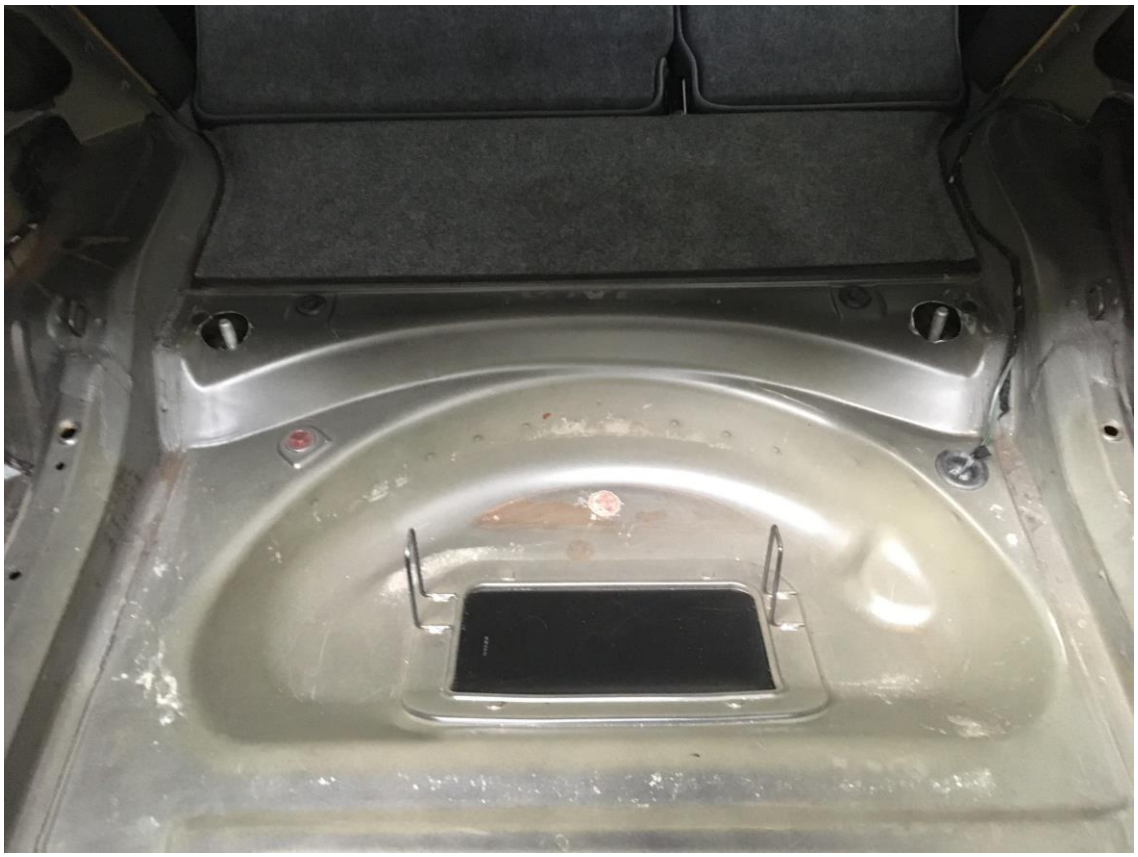

Image 6

Image 7