

Original BMW Parts and Accessories. Installation Instructions.



M Performance Racecar Wheel Nut Retrofit Kit.

BMW M2 Coupé (G87)

BMW M3 Saloon (G80)

BMW M3 Touring (G81)

BMW M4 Coupé (G82)

BMW M4 Convertible (G83)

Retrofit kit number

31 20 8 837 297 Wheel nut retrofit kit (RWD)

31 20 8 837 298 Wheel nut retrofit kit (AWD)

Installation time

The installation time is **approx. 3.0 hours**. This may vary depending on the condition of the car and its equipment package.

The total costs for the additional work required must be included in the calculation of retrofitting costs (no charges may be made through the warranty).

Important information

These installation instructions are primarily designed for use within the BMW dealership organisation and by authorised BMW service companies.

These installation instructions are intended for use by qualified specialist staff trained on BMW vehicles with the relevant expert knowledge.

All work must be completed using the latest BMW repair manuals, wiring diagrams, servicing manuals and work instructions, in a logical order, using the prescribed tools (special tools), and observing current health and safety regulations.

Please do not archive the printout of these installation instructions. The current version can be found in the EPC (electronic parts catalogue).

Following the completion of the technical modification, the car must immediately be taken, along with the part report, to an officially appointed expert or examiner at a technical testing centre or to a testing engineer within an officially recognised supervisory organisation for completing and confirming the specified modification acceptance.

The amendment of the car's documents by the relevant licensing authority must be requested by the car's owner on the basis of the specification in the modification acceptance confirmation.

⚠ WARNING: A special tool is required to install and remove the M Performance racecar wheel nut and procedures absolutely must be carried out in accordance with the specifications in the Original BMW Parts and Accessories installation instructions. In the event of incorrect installation or removal, damage may occur, e.g. because the wheel is incorrectly connected.

Danger of accident or damage to property.

Have the wheels installed and removed only by an authorised service partner, another qualified service partner or a specialist workshop in accordance with the Original BMW Parts and Accessories installation instructions. Note the information in the installation instructions. ◀

⚠ The bolts must not be switched between each other. The wheel bearing and bolt always belong together. ◀

⚠ Never use an impact driver. ◀

 The racecar wheel nut may only undergo final tightening using a calibrated torque wrench with a measuring range up to at least 1000 Nm. No other tool must be used in place of the original racecar wheel nut tool. ◀

 The bolt is coated. Its visible surface must not be scratched. The bolt may only be placed on soft, non-scratching surfaces and not on its visible surface. The bolt cannot be recoated. ◀

 Check the tool (socket) for signs of damage before you tighten the bolt. If it shows any signs of wear or damage, the tool must not be used. The tool (socket) and the visible surface of the bolt must be cleaned before tightening. Attach the tool without the use of any force. If you fail to do so, the visible surface may be damaged. ◀

If you experience installation or functional problems, restrict troubleshooting to approx. 0.5 hours for mechanical work and 1.0 hour for electrical work.

To avoid unnecessary extra work and/or costs, please send an inquiry to the technical parts support team.

Quote the following information:

- VIN,
- retrofit kit part number,
- a detailed description of the problem,
- any work already carried out.

Please do not archive the printout of these installation instructions. The current version can be found in the EPC.

Pictograms

 Denotes instructions that draw your attention to dangers.

 Denotes instructions that draw your attention to special features.

◀ Denotes the end of the instruction or warning text.

Installation information

All illustrations show LHD cars; proceed similarly on RHD cars.

Some of the installation is shown only on the left-hand side of the car, proceed similarly on the right-hand side of the car.

Action in the event of a breakdown

In the event of a breakdown, the vehicle must be towed and the wheels replaced by an authorised service partner, another qualified service partner or a specialist workshop in accordance with the Original BMW Parts and Accessories installation instructions.

Ordering instructions

The following parts are not supplied in the retrofit kit and must be ordered separately (see EPC for part number and details):

- Wheel **B**
- Sticker **E**

Special tools required

83 30 5 A89 462, Racecar wheel nut tool (socket)

83 30 5 A5C 2D3, 1" torque wrench with a measuring range up to at least 1000 Nm

83 30 5 A6F E33, Release tool

83 19 5 B38 485, Würth Al 1100 aluminium paste

83 23 9 407 778, Syntheso Glep 1 grease

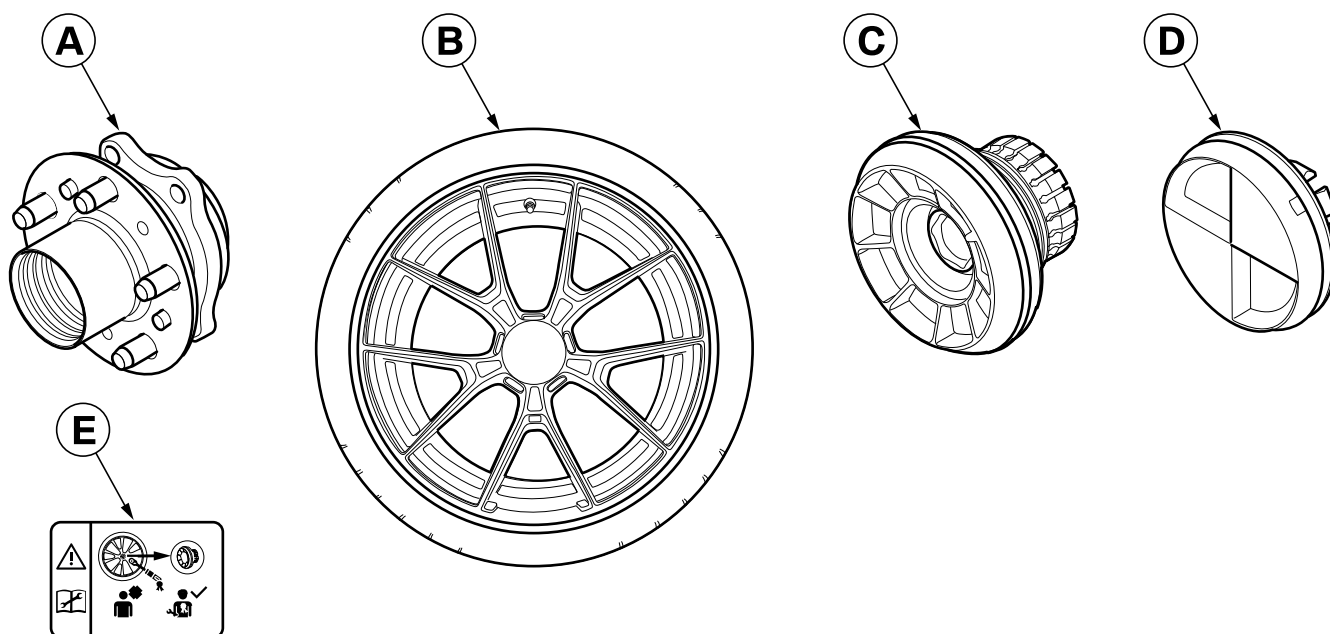
Information to be supplied to the customer

- ▶ Print out section 5 (Workshop certificate), 6 (Removing the racecar wheel nut), 7 (Cleaning after removing the race car wheel nut), 8 (Reinstalling the race car wheel nut) and 9 (Parts report) and given to the customer. Section 5 (Workshop certificate) must be completed, signed and stamped. ◀

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1. Parts list



G87 0001 Z

Legend

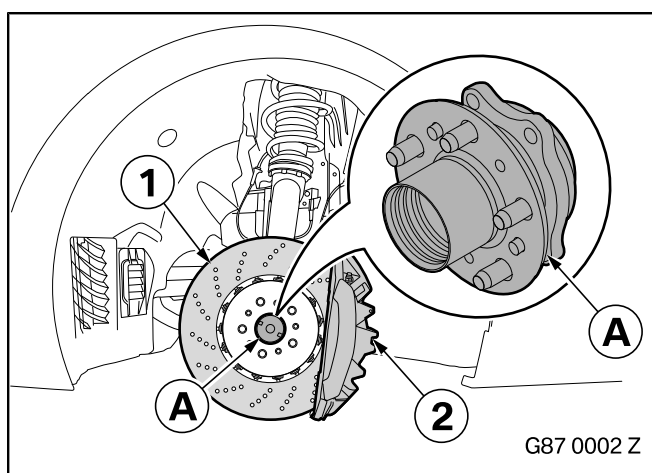
- A** Wheel bearing (4 x)
- B** Wheel (4 x, not supplied with the retrofit kit)
- C** Racecar wheel nut (4 x)
- D** Wheel hub logo (4 x)
- E** Sticker (not supplied in the retrofit kit)

2. Preparations

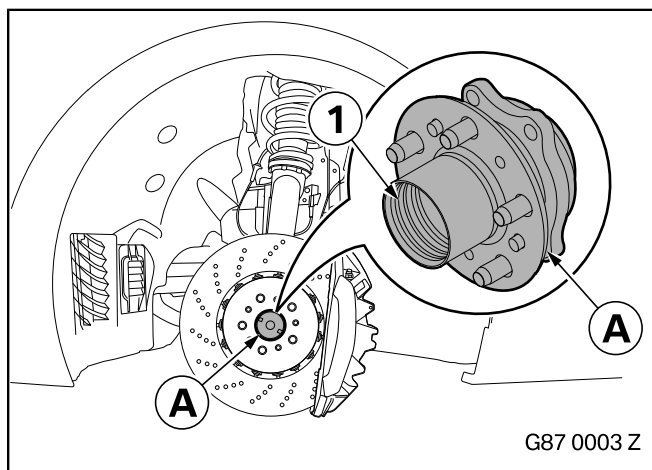
	ISTA/AIR No.
Disconnect all negative battery cables	61 20 900
The following components must be removed first of all	
Front wheel bearings	31 21 180
Wheel bearing on the rear axle shaft, left or right	33 41 151

3. Racecar wheel nut installation

- ▷ The bolt is coated. Its visible surface must not be scratched. The bolt may only be placed on soft, non-scratching surfaces and not on its visible surface. The bolt cannot be recoated. ◀
- ▷ Check the tool (socket) for signs of damage before you tighten the bolt. If it shows any signs of wear or damage, the tool must not be used. The tool (socket) and the visible surface of the bolt must be cleaned before tightening. Attach the tool without the use of any force. If you fail to do so, the visible surface may be damaged. ◀
- ▷ Whilst the bolt is being fitted and tightened, all four wheels must have absolutely no load on them to ensure that the bolt is centred as well as possible. ◀
- ▷ Throughout the installation work, all the wheels must be kept still by clamping them or manually actuating the brake. The parking brake must be engaged on the rear axle. ◀
- ▷ We recommend that all the work is completed for one wheel before the next wheel is fitted. ◀
- ▷ **The installation work is described for the left-hand side. Proceed in the same way on the other side.** ◀

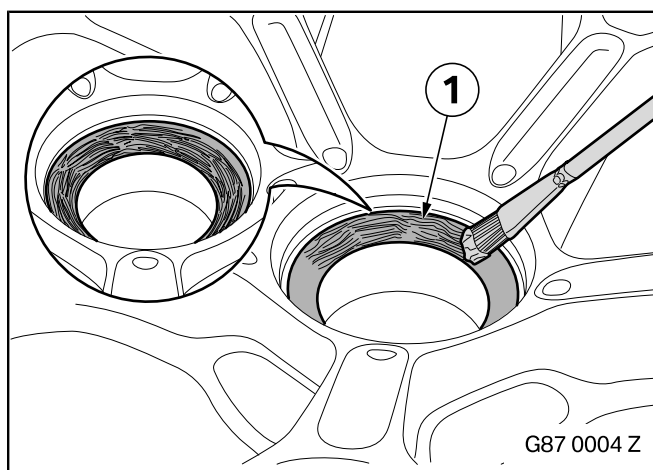


Install the wheel bearing **A**, brake disc (1) and brake calliper (2) as described in **ISTA/AIR 31 21**



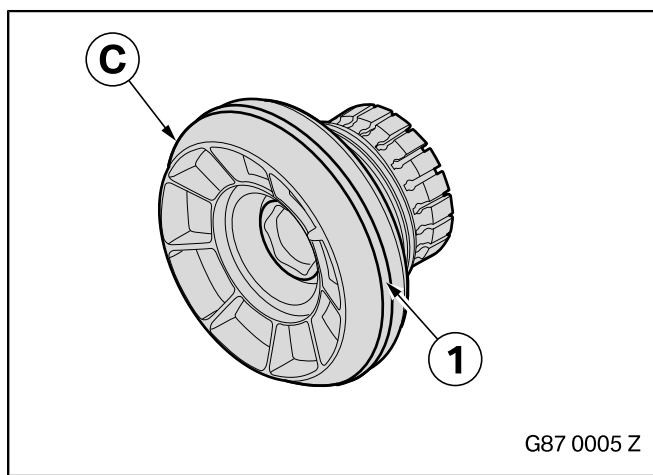
Use compressed air to blow out and clean the wheel hub thread (1) and the cavity for the wheel bearing **A** behind it. No dirt must be left inside it.

3. Racecar wheel nut installation



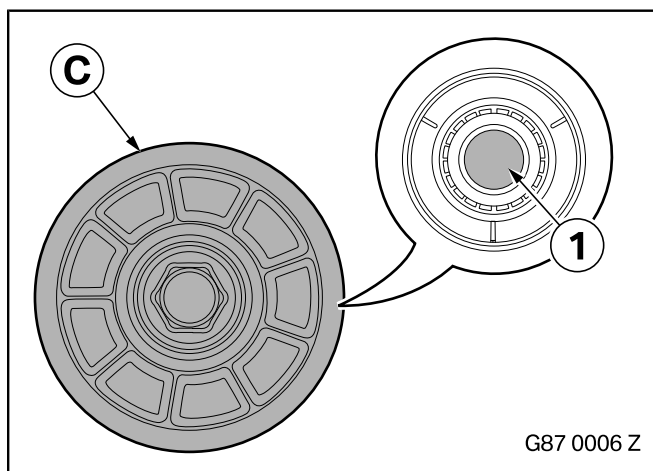
- ▶ Clean the wheel centring surface (1) with a clean, lint-free cloth to prevent damage caused by particles. ◀

Before tightening the racecar wheel nut for the first time, the wheels centring ring (1) must be fully coated with **Würth AL1100 aluminium paste** with no gaps.

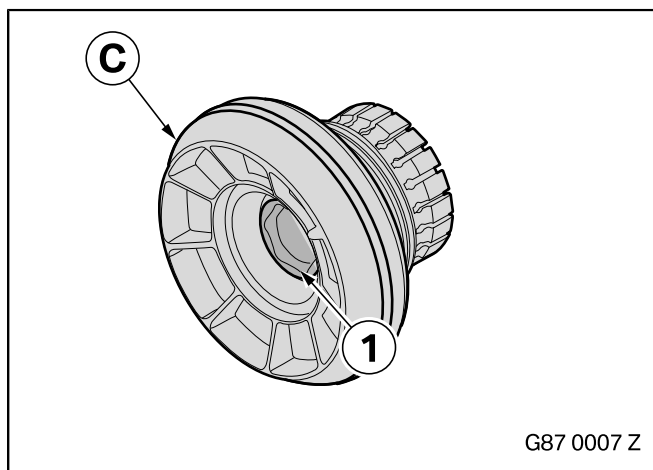


- ▶ Use a minimal quantity, none of the lubricant must get onto other areas of the bolt. ◀

Coat the O-ring (1) on the racecar wheel nut **C** thinly with **Syntheso Glep 1**.



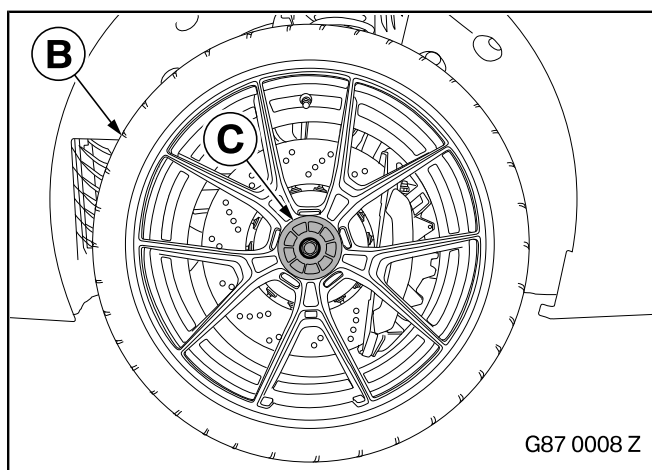
Before tightening the bolt, the position on the car (FL/FR/RL/RR) must be marked on the reverse of the locking screw (1) on the racecar wheel nut **C** with a waterproof pen. This will make it easier to place it in the correct position on the vehicle later.



- ▶ The locking screw must be fully open. If the locking screw is partly undone or incorrectly positioned, the jaws may be damaged. In this case, the wheel bearing and bolt must be replaced. ◀

Undo the locking screw (1) by turning it anticlockwise against the racecar wheel nut **C** as far as possible.

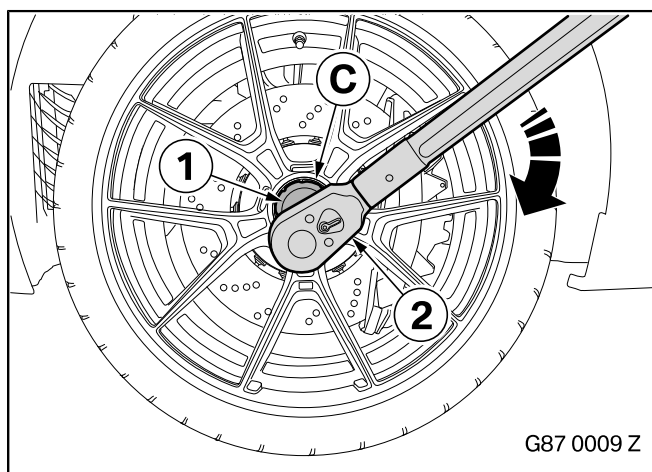
3. Racecar wheel nut installation



- ▶ The racecar wheel nut should be tightened using the racecar wheel nut tool (socket 83 30 5 A89 462) to prevent unintentionally maladjusting the locking screw and make the whole process easier to handle. After the first few turns, you will notice increased force is required suddenly. This is normal and intentional. ◀

Place the wheel **B** on the wheel hub **A** and screw in the racecar wheel nut **C** by hand.

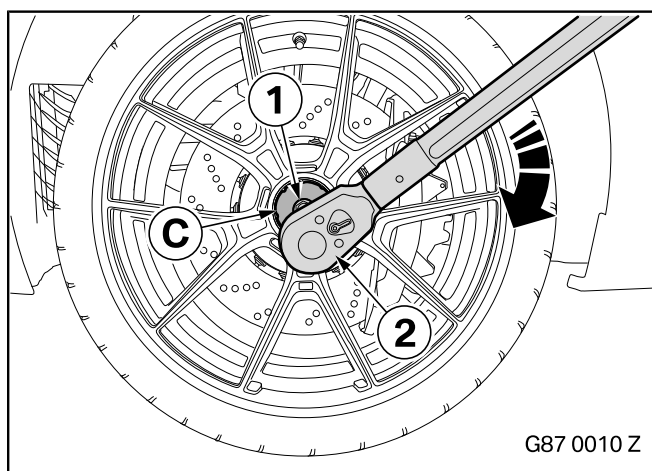
- ▶ We recommend that before the final tightening of the racecar wheel nut to the target torque, you shake the wheel **B** again to prevent any wobbling as a result of incorrect positioning. If the wheel **B** is correctly seated on the wheel hub, you can then tighten the bolt to the target torque. ◀



- ▶ You should tighten the bolt to the target torque slowly and in a fluid movement. Do not use jerky or sudden movements. ◀

- ▶ Tightening torque: **930 Nm.** ◀

Tighten the racecar wheel nut **C** using the racecar wheel nut tool (1) and the torque wrench (2) clockwise.

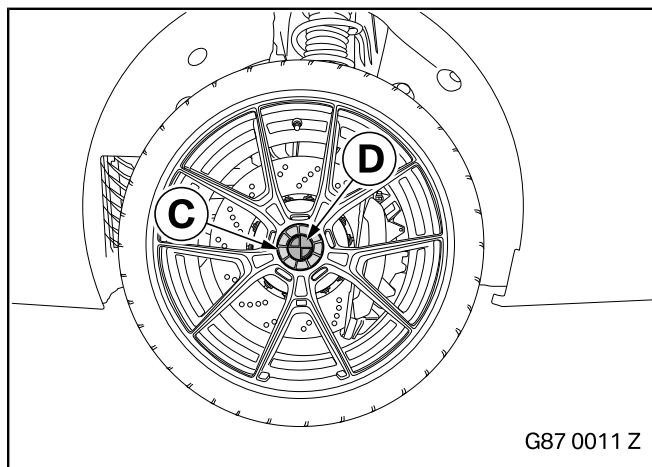


- ▶ A crackling noise as you tighten the locking screw is normal and confirms that the positive connection is being generated. ◀

- ▶ Tightening torque: **170 Nm.** ◀

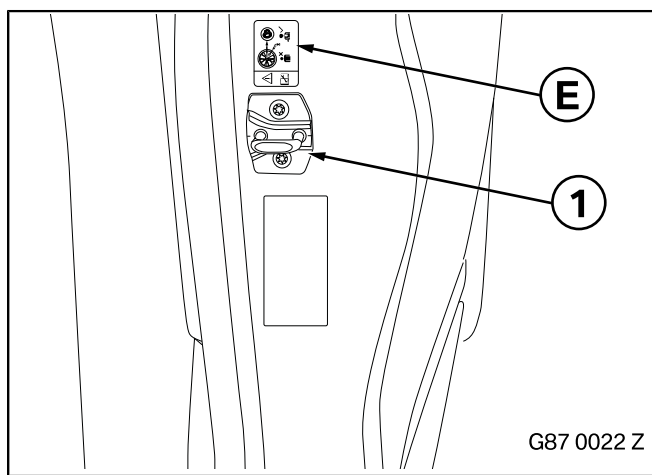
Tighten the locking screw (1) on the racecar wheel nut **C** using a suitable tool and the torque wrench (2) clockwise.

3. Racecar wheel nut installation



- ▶ Press on the wheel hub logo **D** carefully and as parallel to the racecar wheel nut **C** as possible. If it has been installed correctly, when you press the wheel hub logo **D**, you will not feel any rebound. If the wheel hub logo **D** rebounds, remove it, check that the sealing ring is in the correct position and, if necessary, press it into position again with a thin coating of lubricant (Syntheso Glep 1). ◀

Push the wheel hub logo **D** onto the racecar wheel nut **C**.



- ▶ The bonding surfaces must be completely dry, clean, and free from wax or grease. ◀

Affix sticker **E** on the B-pillar on the driver's side above the door lock (1) as shown.

4. Concluding work and coding

The retrofit system does not require programming/coding.

- Connect the battery
- Conduct a function test
- Reassemble the car

 Print out section 5 (Workshop certificate), 6 (Removing the racecar wheel nut), 7 (Cleaning after removing the race car wheel nut), 8 (Reinstalling the race car wheel nut) and 9 (Parts report) and given to the customer. Section 5 (Workshop certificate) must be completed, signed and stamped. ◀

5. Workshop certificate



Workshop certificate M Performance racecar wheel nut

It is hereby confirmed that the M Performance racecar wheel nut has been installed in full on the following car as described in Installation Instructions No. 01 29 5 A7E E77 and the TÜV parts report.

Part number

31 20 8 837 297	Racecar wheel nut retrofit kit, RWD
31 20 8 837 298	Racecar wheel nut retrofit kit, AWD

⚠ WARNING: The wheels have racecar wheel nuts. A special tool is required to install and remove the M Performance racecar wheel nut and procedures absolutely must be carried out in accordance with the specifications in the Original BMW Parts and Accessories installation instructions. In the event of incorrect installation or removal, damage may occur, e.g. because the wheel is incorrectly connected.

Danger of accident or damage to property.

Have the wheels installed and removed only by an authorised service partner, another qualified service partner or a specialist workshop in accordance with the Original BMW Parts and Accessories installation instructions. Note the information in the installation instructions. ◀

⚠ Never use an impact driver. ◀

⚠ The bolts must not be switched between each other. The wheel bearing and bolt always belong together. ◀

Action in the event of a breakdown.

In the event of a breakdown, the vehicle must be towed and the wheels replaced by an authorised service partner, another qualified service partner or a specialist workshop in accordance with the Original BMW Parts and Accessories installation instructions.

5. Workshop certificate

Car model: _____

VIN: _____

Name and address of the vehicle keeper: _____

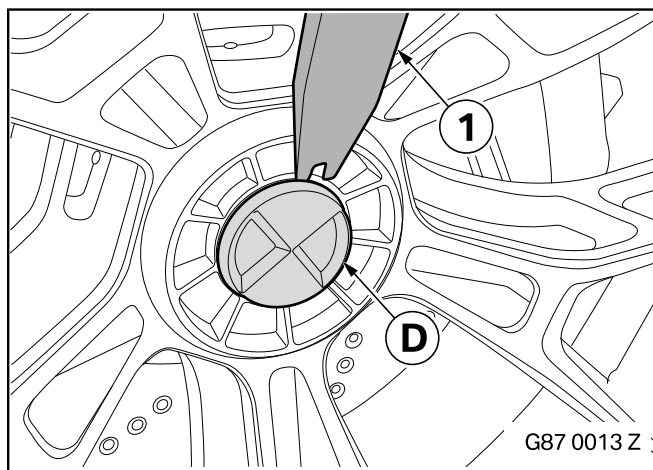
Place, date

Signature of person responsible

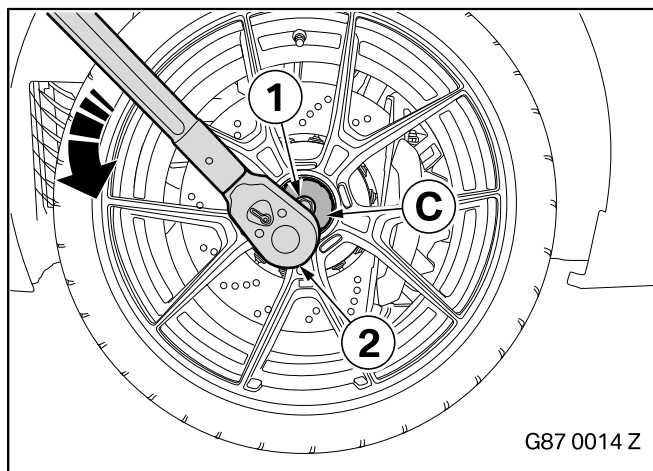
Dealership (company name/stamp)

6. Removing the racecar wheel nut

- ▷ The bolt is coated. Its visible surface must not be scratched. The bolt may only be placed on soft, non-scratching surfaces and not on its visible surface. The bolt cannot be recoated. ◀
- ▷ Check the tool (socket) for signs of damage before you tighten the bolt. If it shows any signs of wear or damage, the tool must not be used. The tool (socket) and the visible surface of the bolt must be cleaned before tightening. Attach the tool without the use of any force. If you fail to do so, the visible surface may be damaged. ◀
- ▷ The centre bolts can be undone when the wheels are loaded to prevent the wheels turning at the same time. ◀
- ▷ Throughout the removal work, all the wheels must be kept still by clamping them or manual actuation of the brake. The parking brake must be engaged on the rear axle. ◀

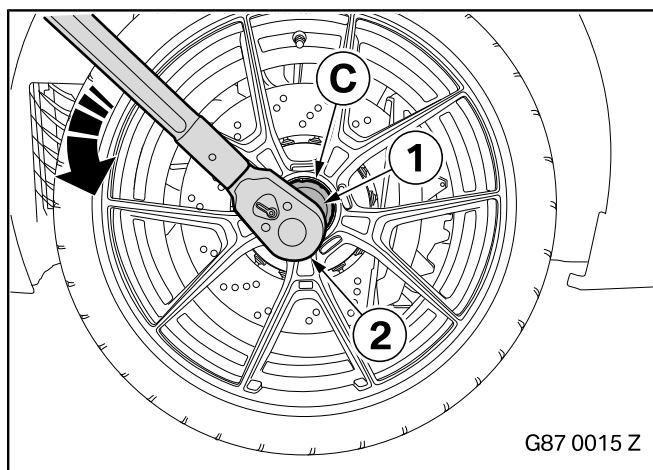


Remove the wheel hub logo **D** using a hubcap lever (1).



- ▷ The locking screw (1) on the racecar wheel nut **C** must always be fully undone as otherwise the centre bolt **C** may be damaged when it is undone. ◀

Undo the locking screw (1) on the racecar wheel nut **C** using a suitable tool and the torque wrench (2) anticlockwise as far as possible.



- ▷ As high forces may be required to undo the screw, particularly after intense racetrack use, the release tool must be used for this purpose. ◀
- ▷ After the first few turns, the release torque may increase again. This is due to technical reasons and is not a fault. ◀

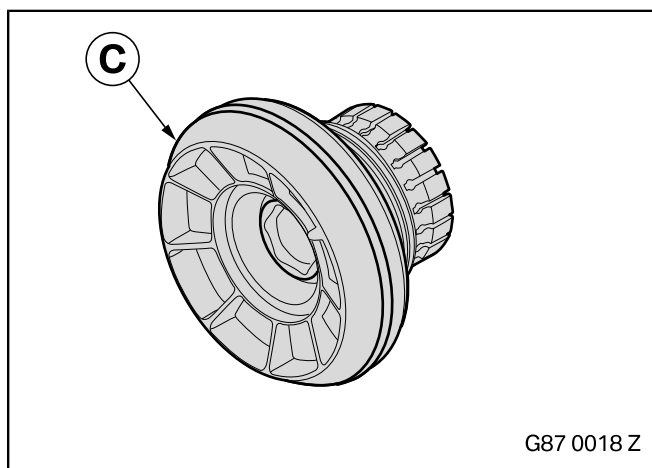
Undo the racecar wheel nuts **C** using the racecar wheel nut tool (1) and the torque wrench (2) anticlockwise.

Jack up the car if necessary.

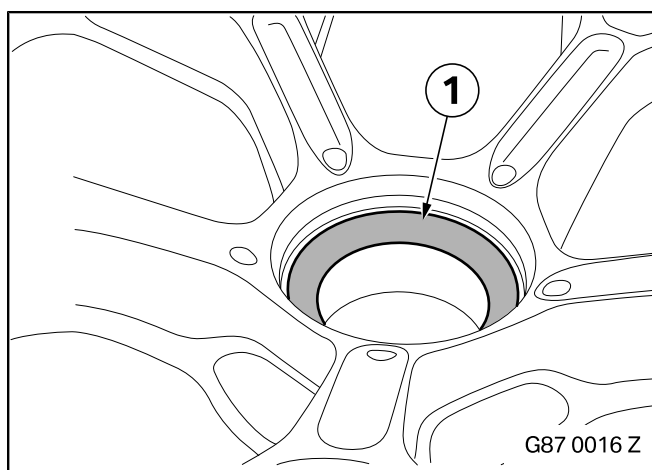
Undo and remove the racecar wheel nuts **C**.

7. Cleaning after removing the racecar wheel nut

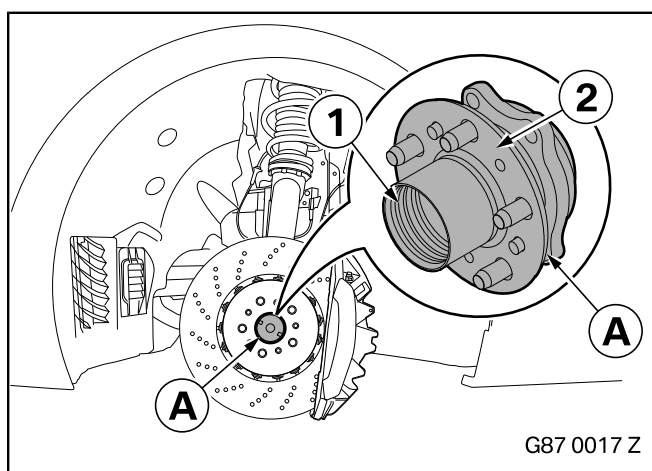
- ▷ The bolt is coated. Its visible surface must not be scratched. The bolt may only be placed on soft, non-scratching surfaces and not on its visible surface. The bolt cannot be recoated. ◀
- ▷ Use only a clean, lint-free cloth to clean the centre bolt. Do not use any brake cleaner or similar aggressive cleaning products as otherwise the internal lubrication of the bolt may be damaged. Do not clean the removed centre bolts with a steam pressure cleaner. ◀
- ▷ Do not dismantle the racecar wheel nut components. ◀



Clean the racecar wheel nut **C** and centring ring with a clean, lint-free cloth to prevent damage caused by particles.



Clean the wheel centring ring (1) with a clean, lint-free cloth to prevent damage caused by particles.



- ▷ Brake cleaner, steam cleaners and compressed air may be used to clean the wheel bearing. ◀

Use compressed air to blow out and clean the wheel hub thread (1) and the cavity for the wheel bearing **A** behind it. No dirt must be left inside it.

8. Racecar wheel nut reinstallation

Before the installation work can be carried out, check how clean all the components are as described in the section entitled “Cleaning after removing the racecar wheel nut” and repeat the cleaning work if necessary.

-  The bolt is coated. Its visible surface must not be scratched. The bolt may only be placed on soft, non-scratching surfaces and not on its visible surface. The bolt cannot be recoated. ◀
-  Check the tool (socket) for signs of damage before you tighten the bolt. If it shows any signs of wear or damage, the tool must not be used. The tool (socket) and the visible surface of the bolt must be cleaned before tightening. Attach the tool without the use of any force. If you fail to do so, the visible surface may be damaged. ◀
-  Whilst the bolt is being fitted, all four wheels must have absolutely no load on them to ensure that the bolt is centred as well as possible. ◀
-  Throughout the installation work, all the wheels must be kept still by clamping them or manually actuating the brake. The parking brake must be engaged on the rear axle. ◀
-  We recommend that all the work is completed for one wheel before the next wheel is fitted. ◀

8. Racecar wheel nut reinstallation

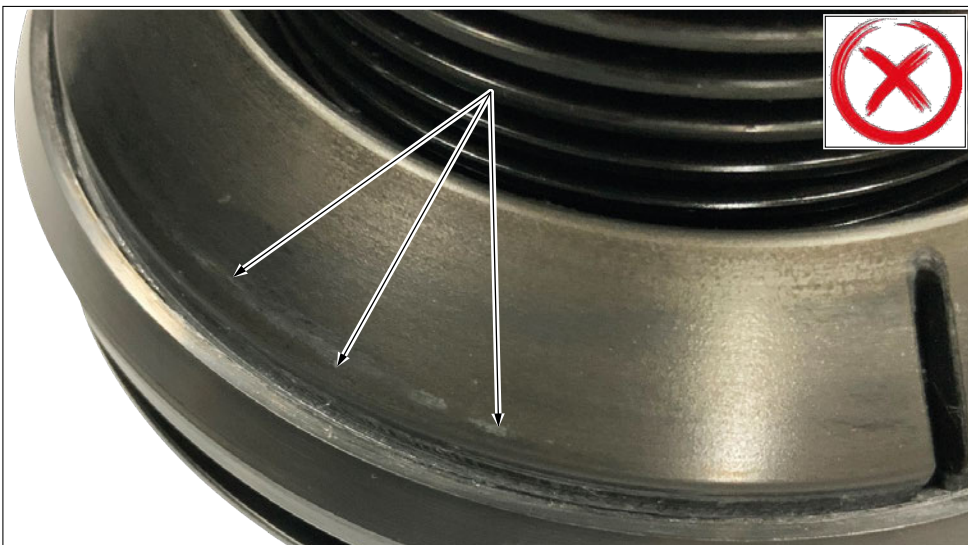
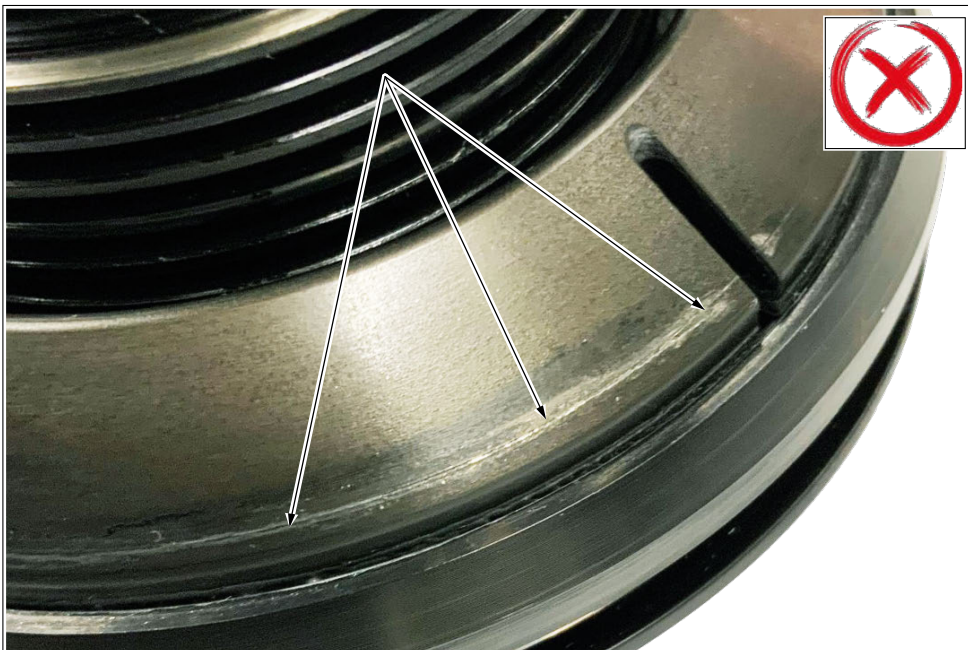
Checking the centre bolt and wheel (limit sample overview)



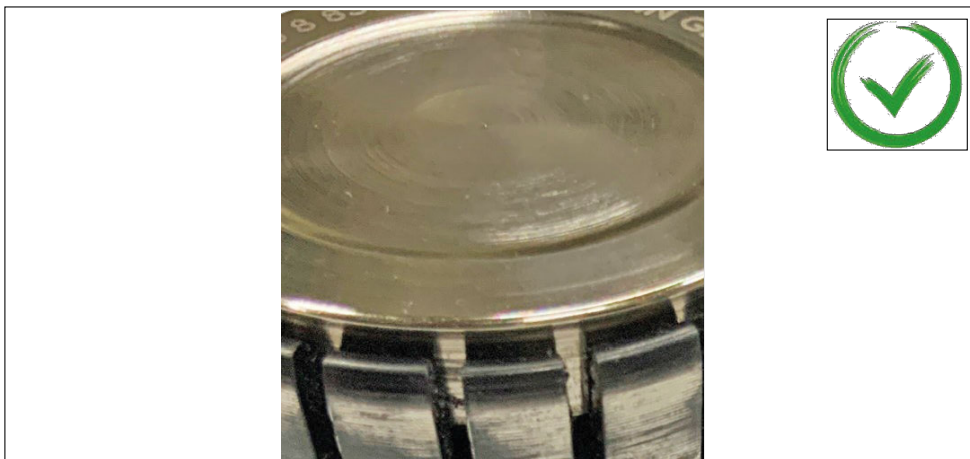
8. Racecar wheel nut reinstallation



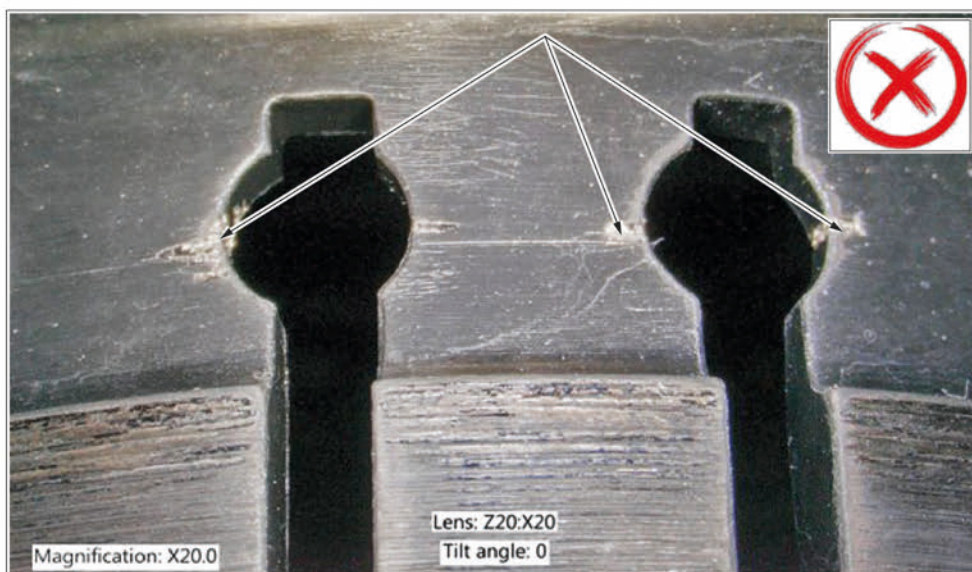
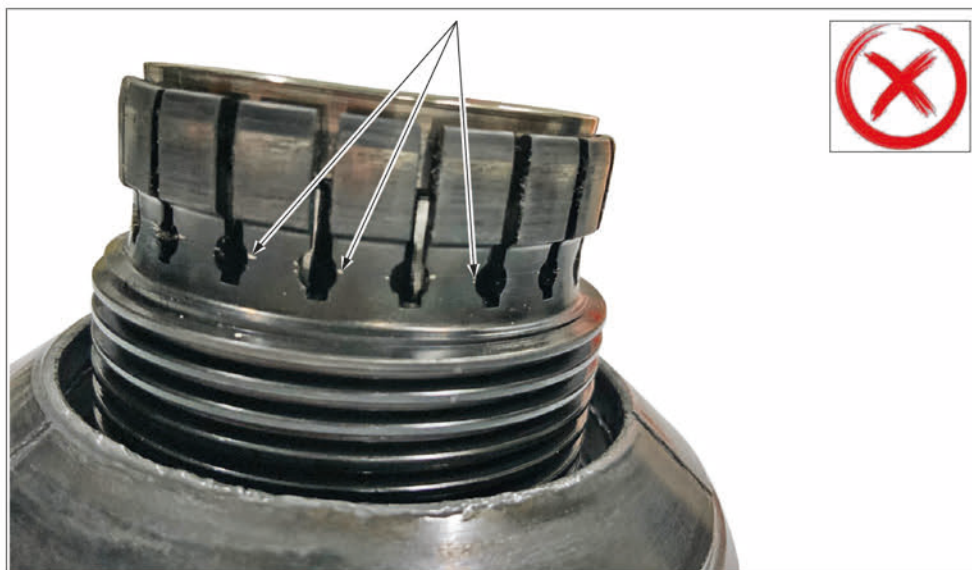
8. Racecar wheel nut reinstallation



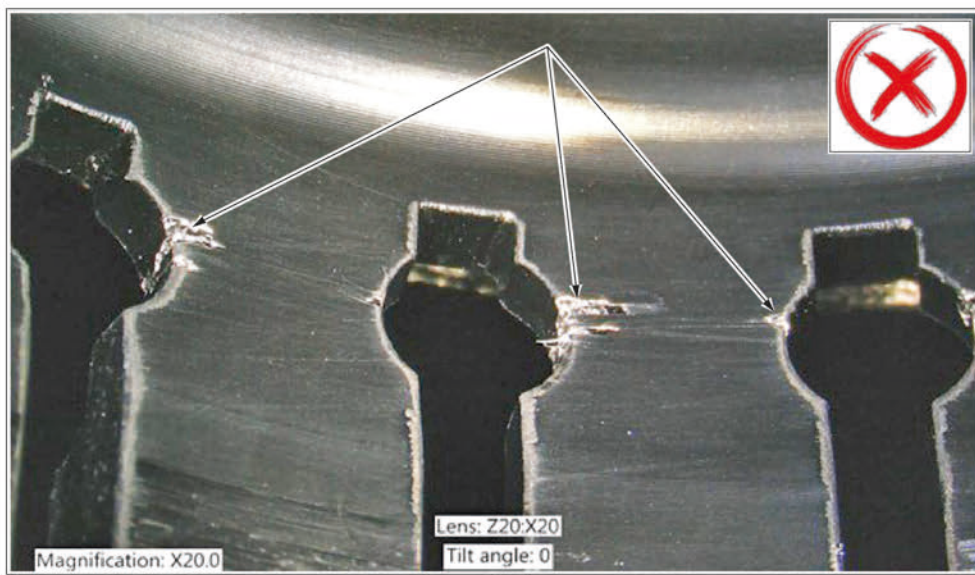
8. Racecar wheel nut reinstallation



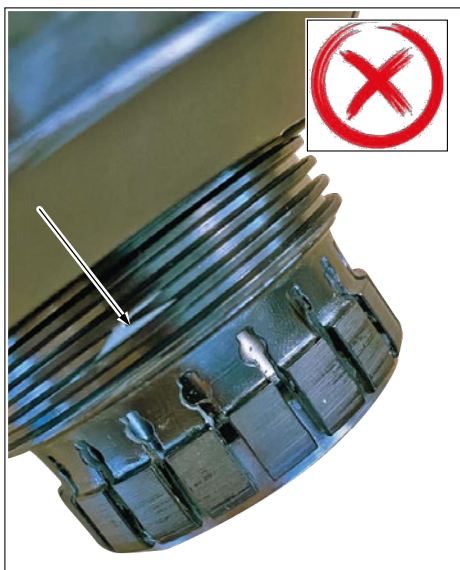
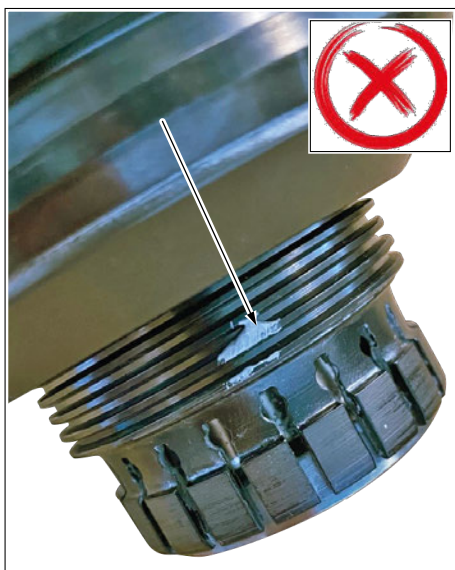
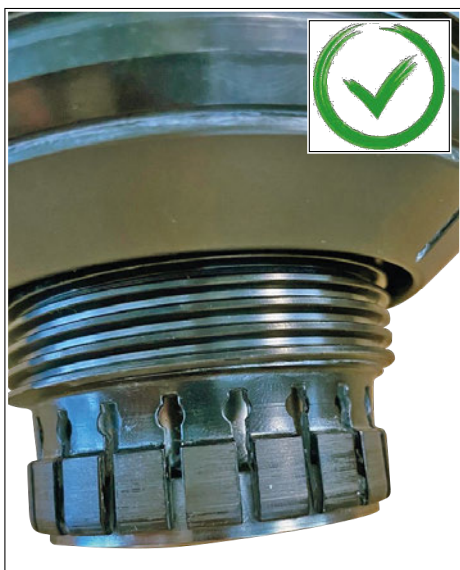
8. Racecar wheel nut reinstallation



8. Racecar wheel nut reinstallation

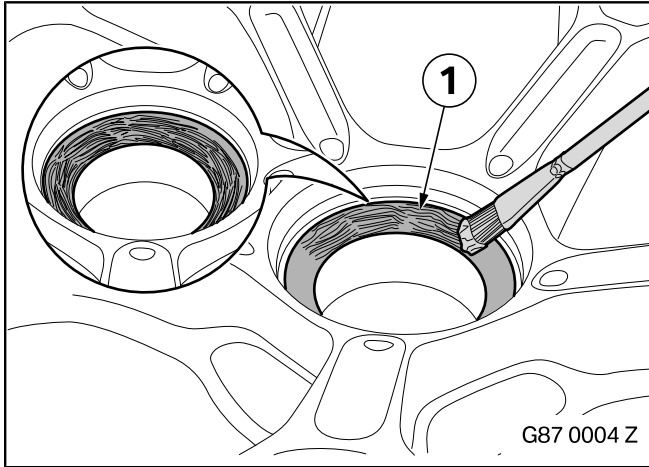


8. Racecar wheel nut reinstallation



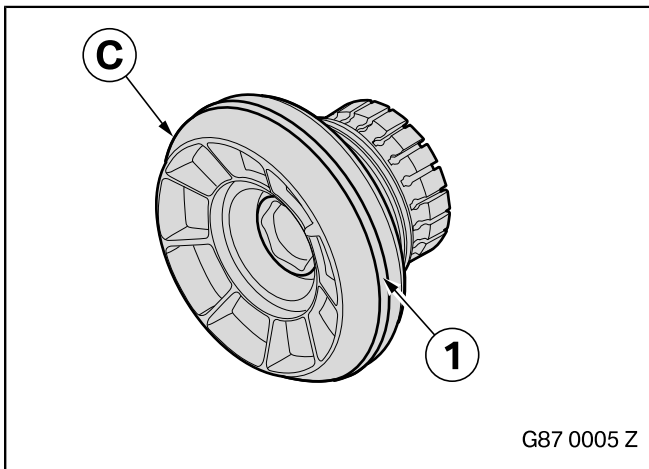
8. Racecar wheel nut reinstallation

Installing the centre bolts after checking



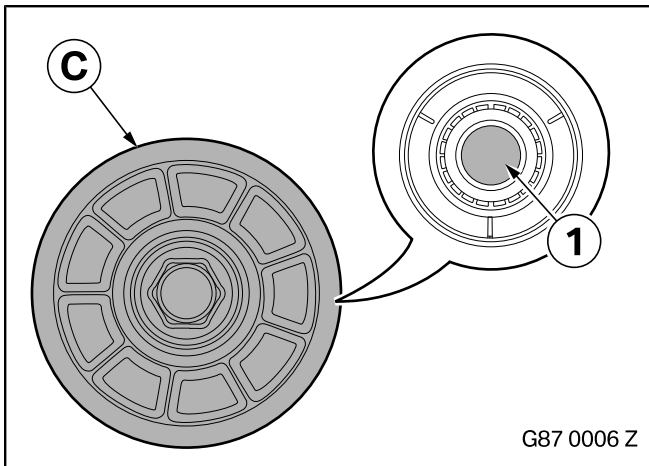
- ▶ Clean the wheel centring surface (1) with a clean, lint-free cloth to prevent damage caused by particles. ◀

Before tightening the racecar wheel nut **C**, the wheels centring area (1) must be fully coated with **Würth AL1100 aluminium paste** with no gaps.



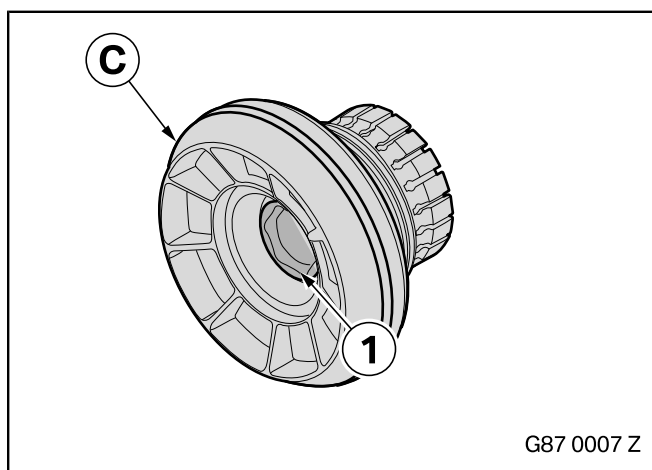
- ▶ Use a minimal quantity, none of the lubricant must get onto other areas of the bolt. ◀

Coat the O-ring (1) on the racecar wheel nut **C** thinly with **Syntheso Glep 1**.



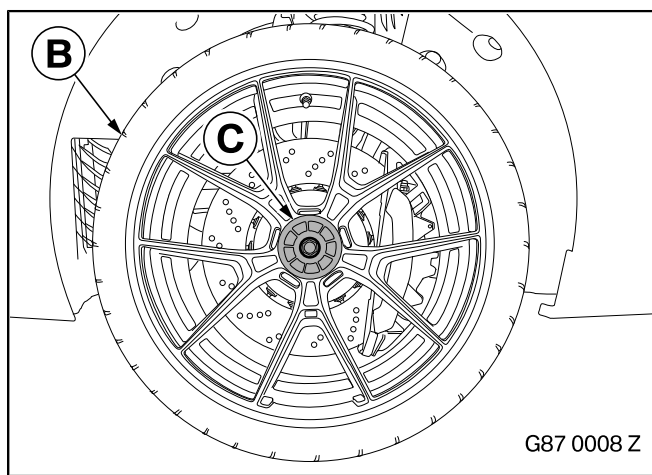
Before tightening the bolt, the position on the car (FL/FR/RL/RR) must be marked on the reverse of the locking screw (1) on the racecar wheel nut **C** with a waterproof pen. This will make it easier to place it in the correct position on the vehicle later.

8. Racecar wheel nut reinstatement



- ▶ The locking screw must be fully open. If the locking screw is partly undone or incorrectly positioned, the jaws may be damaged. In this case, the wheel bearing and bolt must be replaced. ◀

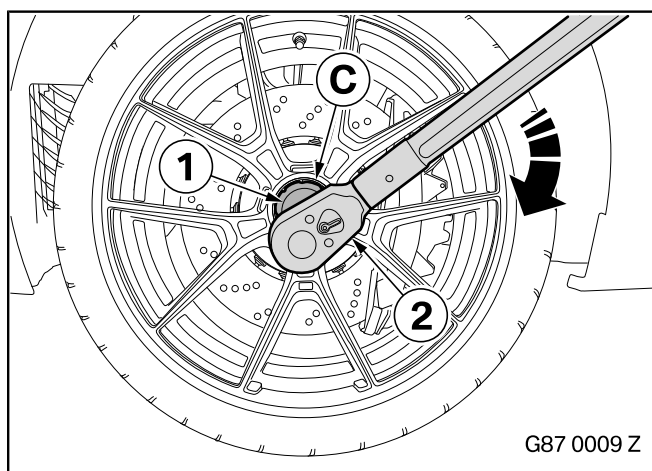
Undo the locking screw (1) by turning it anticlockwise against the racecar wheel nut **C** as far as possible.



- ▶ The racecar wheel nut should be tightened using the racecar wheel nut tool (socket 83 30 5 A89 462) to prevent unintentionally maladjusting the locking screw and make the whole process easier to handle. After the first few turns, you will notice increased force is required suddenly. This is normal and intentional. ◀

Place the wheel (1) on the wheel hub **A** and screw in the racecar wheel nut **C** by hand.

- ▶ We recommend that before the final tightening of the racecar wheel nut to the target torque, you shake the wheel **B** again to prevent any wobbling as a result of incorrect positioning. If the wheel **B** is correctly seated on the wheel hub **A**, you can then tighten the bolt to the target torque. ◀

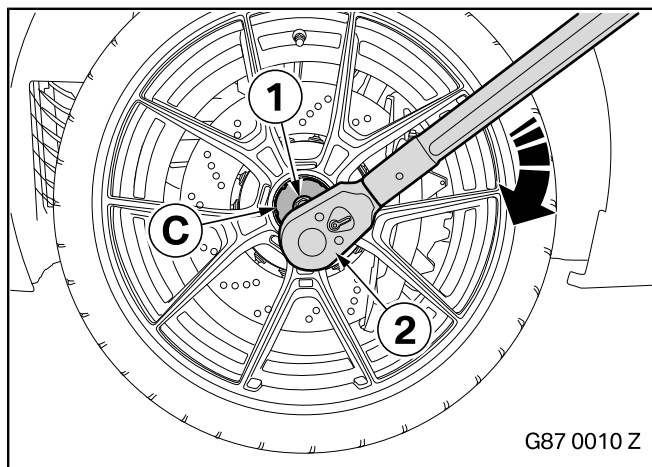


- ▶ You should tighten the bolt to the target torque slowly and in a fluid movement. Do not use jerky or sudden movements. ◀

- ▶ Tightening torque: **930 Nm**. ◀

Tighten the racecar wheel nut **C** using the racecar wheel nut tool (1) and the torque wrench (2) clockwise.

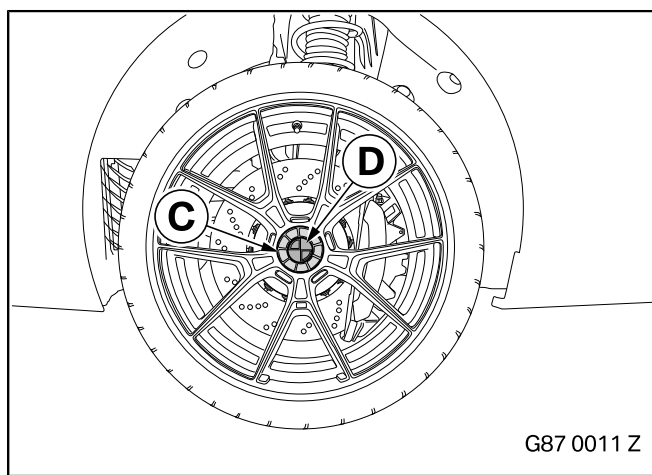
8. Racecar wheel nut reinstallation



▶ A crackling noise as you tighten the locking screw is normal and confirms that the positive connection is being generated. ◀

▶ Tightening torque: **170 Nm.** ◀

Tighten the locking screw (1) on the centre bolt **C** using a suitable tool and the torque wrench (2) clockwise.



▶ Press on the wheel hub logo **D** carefully and as parallel to the racecar wheel nut **C** as possible. If it has been installed correctly, when you press the wheel hub logo **D**, you will not feel any rebound. If the wheel hub logo **D** rebounds, remove it, check that the sealing ring is in the correct position and, if necessary, press it in-to position again with a thin coating of lubricant (**Syntheso Glep 1**). ◀

Push the wheel hub logo **D** onto the racecar wheel nut **C**.

Prüfbericht Nr. / Test Report No.:	23-00078-CX-GBM-00	
Hersteller / Manufacturer:	BMW GROUP	
Typ / Type:	BMW M PERFORMANCE Zentralverschluss	Seite / Page 1 von/of 4

Teilegutachten

Nr. 23-00078-CX-GBM-00

TGA-Art: 14

über die Vorschriftsmäßigkeit eines Fahrzeuges bei bestimmungsgemäßem Ein- oder Anbau von Teilen gemäß § 19 Abs. 3 Nr. 4 StVZO

für das Teil / den Änderungsumfang : Umbausatz Radbefestigung mit zugehörigen Sonderrädern

vom Typ : BMW M PERFORMANCE Zentralverschluss

Ausführung : 1) RWD 2) AWD

des Herstellers : BMW Group
Werk Dingolfing
Landshuter Str. 56
D-84130 Dingolfing

für das Fahrzeug : BMW M2 Reihe; M3 Reihe/M4 Reihe, M3 CS/M4 CSL

0. Hinweise für den Fahrzeughalter

Unverzügliche Durchführung und Bestätigung der Änderungsabnahme:

Durch die vorgenommene Änderung erlischt die Betriebserlaubnis des Fahrzeuges, wenn nicht unverzüglich die gemäß StVZO § 19 Abs. 3 vorgeschriebene Änderungsabnahme durchgeführt und bestätigt wird oder festgelegte Auflagen nicht eingehalten werden!

Nach der Durchführung der technischen Änderung ist das Fahrzeug unter Vorlage des vorliegenden Teilegutachtens unverzüglich einem amtlich anerkannten Sachverständigen oder Prüfer einer Technischen Prüfstelle oder einem Prüfsingenieur einer amtlich anerkannten Überwachungsorganisation zur Durchführung und Bestätigung der vorgeschriebenen Änderungsabnahme vorzuführen.

Einhaltung von Hinweisen und Auflagen:

Die unter III. und IV. aufgeführten Hinweise und Auflagen sind dabei zu beachten.

Mitführen von Dokumenten:

Nach der durchgeführten Abnahme ist der Nachweis mit der Bestätigung über die Änderungsabnahme mit den Fahrzeugpapieren mitzuführen und zuständigen Personen auf Verlangen vorzuzeigen; dies entfällt nach erfolgter Berichtigung der Fahrzeugpapiere.

Berichtigung der Fahrzeugpapiere:

Die Berichtigung der Fahrzeugpapiere durch die zuständige Zulassungsbehörde ist durch den Fahrzeughalter entsprechend der Festlegung in der Änderungsabnahme zu beantragen. Weitere Festlegungen sind der Bestätigung der ordnungsgemäßen Änderung zu entnehmen.

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I. Verwendungsbereich

Fahrzeughersteller: BMW M GmbH

Typ	ABE/EG-Nr.	Handelsbezeichnung
G234M	e1*2018/858*00003*00-..	BMW M3 Reihe / M4 Reihe
G2M	e1*2018/858*00211*00-..	BMW M2 Reihe
G34MKS	e1*KS18/858*00008*00-..	BMW M3 CS / M4 CSL ohne 3.0 CSL

II. Beschreibung des Änderungsumfanges

Umbausatz zum Wechsel der serienmäßigen 5-Loch-Radanbindung auf eine M-Performance Zentralverschluss-Radbefestigung. Hierbei werden sowohl Radlagereinheiten als auch die Rad-Reifenkombination inklusive Befestigungsmaterialien an Vorder- und Hinterachse getauscht. Die Montage erfolgt gemäß Montageanleitung des Herstellers.

Ausführung RWD (Teilenummer 31 20 8837297):

Typ:	BMW M PERFORMANCE Zentralverschluss		
		Anzahl:	Teilenummer:
Zentralschraube mit Radnabenlogo	:	4x	31 20 8853346
Zentralverschlusschraube	:	4x	31 20 8837301
Radnabe mit Lager VA	:	2x	31 20 8837300
Radnabe mit Lager HA (angetrieben)	:	2x	31 20 8837299
Einbauanleitung	:	1x	01 29 5A7EE77
Leichtmetallrad VA (Styling 963M) 9,5Jx19 H2 IS20	:	2x	9 502 048
Leichtmetallrad HA (Styling 963M) 10,5Jx20 H2 IS20	:	2x	9 205 049

Ausführung AWD (Teilenummer 31 20 8837298):

Typ:	BMW M PERFORMANCE Zentralverschluss		
		Anzahl:	Teilenummer:
Zentralschraube mit Radnabenlogo	:	4x	31 20 8853346
Zentralverschlusschraube	:	4x	31 20 8837301
Radnabe mit Lager (angetrieben)	:	4x	31 20 8837299
Einbauanleitung	:	1x	01 29 5A7EE77
Leichtmetallrad VA (Styling 963M) 9,5Jx19 H2 IS20	:	2x	9 502 048
Leichtmetallrad HA (Styling 963M) 10,5Jx20 H2 IS20	:	2x	9 205 049

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Zulässige Rad-/Reifenkombination:

	Radgröße:	Einpresstiefe: [mm]	Reifengröße:
VA:	9,5 x 19	20	275/30 ZR19 (100Y)
HA:	10,5 x 20	20	285/30 ZR20 (99Y)

III. Hinweise zur Kombinierbarkeit mit anderen Bauteilen

1. Fahrwerkstiefer- und Fahrwerkshöherlegungen sind zulässig, sofern sie über eigenständige Gutachten oder Genehmigungen verfügen. Die in den Gutachten genannten Auflagen und Hinweise sind zu beachten.

IV. Hinweise und Auflagen

1. Bei der Abnahme nach §19(3) ist unverzüglich der vorschriftsmäßige Zustand des Fahrzeuges durch einen amtlich anerkannten Sachverständigen oder Prüfer für den Kraftfahrzeugverkehr oder einen Kraftfahrzeugsachverständigen oder einen Angestellten nach Nummer 4 der Anlage VIIIb und § 22 Abs. 1 Satz 5 (§ 22 Abs. 1 Satz 2 und Absatz 2 Satz 3 gilt entsprechend) StVZO unter Angabe von
Fahrzeughersteller,
Fahrzeugtyp und
Fahrzeugidentifizierungsnummer
auf einer Anbaubestätigung bescheinigen zu lassen.

Berichtigung der Fahrzeugpapiere:

Eine Berichtigung der Fahrzeugpapiere ist erforderlich, aber zurückgestellt.

Sie ist der zuständigen Zulassungsbehörde bei deren nächster Befassung mit den Fahrzeugpapieren durch den Fahrzeughalter zu melden.

Folgendes Beispiel für die Eintragung wird vorgeschlagen:

Feld:	Bezeichnung/Anmerkung	Eintragung:
15.1	Reifen Achse 1	275/30 ZR19 (100Y)
15.2	Reifen Achse 2	285/30 ZR20 (99Y)
22	Bemerkungen u. Ausnahmen, Auflagen	ZU 15.1/15.2: NUR GEN V.A.BMW LM-RAD, TYP:963M, 9,5JX19H2 ET20 ,KENNZ.:9502048 U.H. A.BMW LM-RAD,TYP:963M, 10,5JX20H2 ET20 ,KENNZ.:9502049 VUH.IVM.BMW BEFESTIGUNGSSATZ (ZENTRALVERSLUSS),TYP:BMW M PERFORMANCE ZENTRALVERSCHLUSS***

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V. Prüfgrundlagen und Prüfergebnisse

Verwendungs- und Anbauprüfung:

Freigaben der Fahrzeughersteller über Räder, Felgengröße, Einpreßtiefe und Größen der Bereifung liegen vor.

Für die Verwendung der Sonderräder wurden Anbau-, Freigängigkeits und Handlingprüfungen durchgeführt. Der Untersuchungsumfang entspricht den Kriterien der Richtlinie für die Prüfung von Sonderrädern für Kfz und ihre Anhänger (BMV/StV 13/36.25.07-20.01 vom 25.11.1998, VkB I S. 1377), Punkt 4.6.8 Anbauprüfung, und des VdTÜV-Merkblattes Nr. 751 (Begutachtung von baulichen Veränderungen an M- und N-Fahrzeugen unter besonderer Berücksichtigung der Betriebsfestigkeit, Ausgabe Stand 04/2021 Anhang I). Bei den durchgeführten Prüfungen ergaben sich im Vergleich zur serienmäßigen Ausrüstung der Fahrzeuge keine Beanstandungen. Kriterien des Fahrkomforts lagen der Beurteilung nicht zugrunde.

VI. Anlagen

Anlage 1: Zeichnungen/Abbildungen

VII. Schlussbescheinigung

Es wird bescheinigt, dass die im Verwendungsbereich beschriebenen Fahrzeuge nach der Änderung und der durchgeführten und bestätigten Änderungsabnahme unter Beachtung der in diesem Teilegutachten genannten Hinweise / Auflagen insoweit den Vorschriften der StVZO in der heute gültigen Fassung entsprechen.

Der Hersteller BMW GROUP hat den Nachweis (Reg. – Nr. 12 100 21821 / TMS) erbracht, daß er ein Qualitätssicherungssystem gemäß Anlage XIX, Abschnitt 2 StVZO unterhält.

Das Teilegutachten umfasst die Blätter 1 – 4 zuzüglich der unter VI. aufgeführten Anlagen und darf nur im vollen Wortlaut vervielfältigt und weitergegeben werden.

Das Teilegutachten verliert seine Gültigkeit bei technischen Änderungen am Fahrzeugteil oder wenn vorgenommene Änderungen an dem beschriebenen Fahrzeugtyp die Verwendung des Teiles beeinflussen sowie bei Änderung der gesetzlichen Grundlagen.

Das Teilegutachten ist nur für Teile gültig, die unter gültigen Zertifizierungen/Verifizierungen hergestellt wurden.



München, den 24.03.2023

Dipl. Ing. (FH) Sven Thomas

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Anlage/Appendix 1

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Anlage 1: Zeichnungen/Abbildungen:

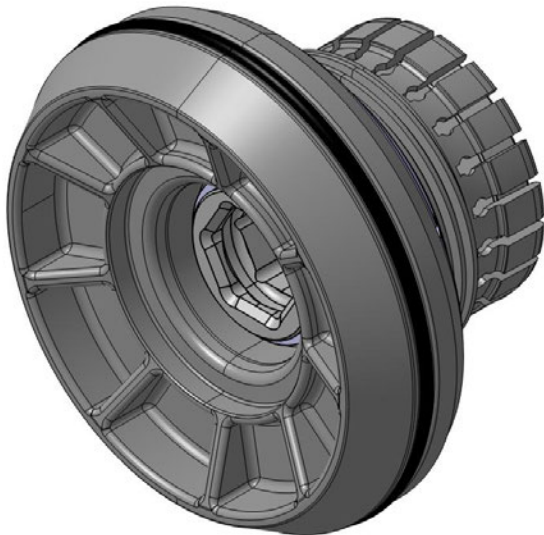


Bild 1: Zentralverschlusssschraube

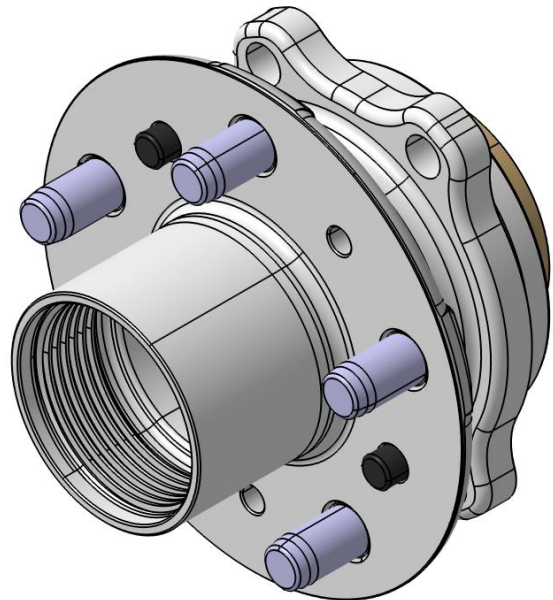


Bild 2: Radlagereinheit

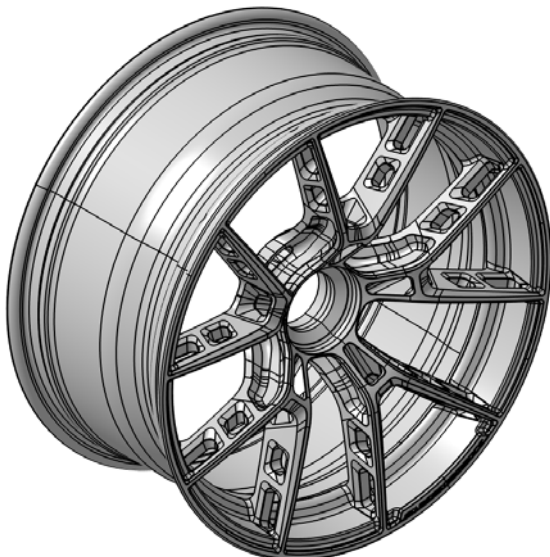


Bild 3: Rad

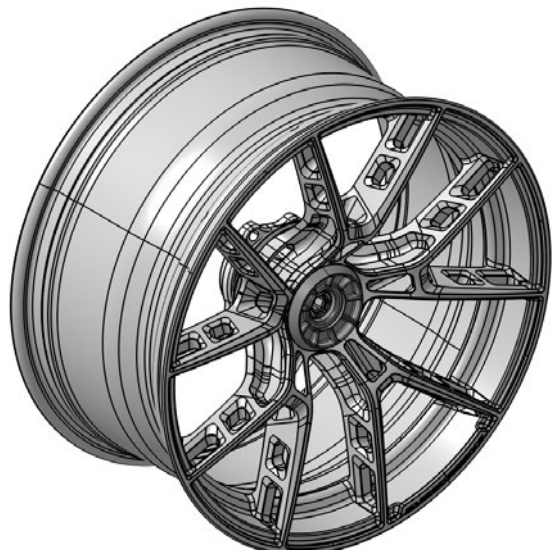


Bild 4: Zusammenbau mit Rad