

2011 BMW 335i

Rear subframe bushings, front control arm bushings, sway-bar end links

80-130k • Plan • \$600-\$1,800 depending on how deep you go

HOW IT BREAKS

The N54/N55 335i's rubber bushings in the front control arms (lollipop bushings), thrust arm bushings, and sway bar end links degrade from age, heat, and suspension loading, not necessarily mileage. The rubber cracks, separates, or the ball joints in the end links wear out, introducing slop into the suspension geometry. Ignored long enough, you get accelerated tire wear, unpredictable handling under hard cornering or braking, and eventually a failed end link rattling against the subframe.

You'll notice: Clunks and rattles over bumps, a vague or wandering feel in the steering especially at highway speed, knocking noises from the front end on turns or braking, and sometimes a rattly metallic sound at idle from a dead end link.

FIX IT YOURSELF **DIY: MODERATE**

Doable with a hydraulic press or a bushing press tool kit, a torque wrench, and basic hand tools — the control arms (lollipop bushings) are the hardest part since pressing the bushing out of the arm requires the right adapters; many owners just buy complete control arms pre-installed with Lemforder bushings to skip pressing. End links and thrust arm bushings are much simpler bolt-on jobs. Always replace in pairs and torque suspension bolts with the car's weight on the wheels (ramps/drive-on, not jack stands) to avoid pre-loading the new bushings.

AT THE MECHANIC

Tell the shop you want front control arms (lollipop + thrust arm bushings) replaced with Lemforder or OEM parts along with front sway bar end links — ask for an alignment afterward since geometry changes. Labor should run 2-3 hours combined if done together; parts are cheap (OEM/Lemforder control arms run \$60-120 each), so if a shop quotes near \$1,800 make sure that includes rear subframe bushing work too, otherwise you're being overcharged for labor alone.