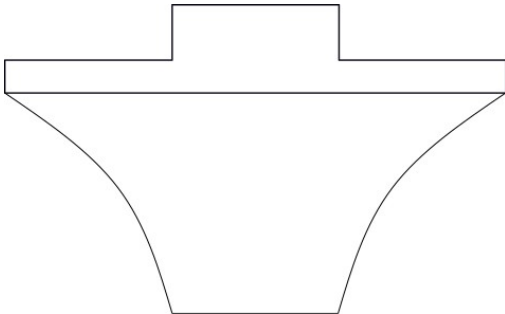


REAR HUBS



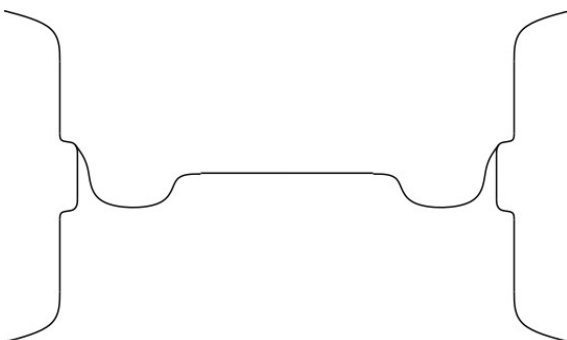
Hub Type	H (mm)	Z3 (Std)	Z4	E36 / E46
Z3 (Std)	88.9	0	20.5	34.4
Z4	68.4	20.5	0	13.9
E36 / E46	54.3	34.4	13.9	0

REAR DISK

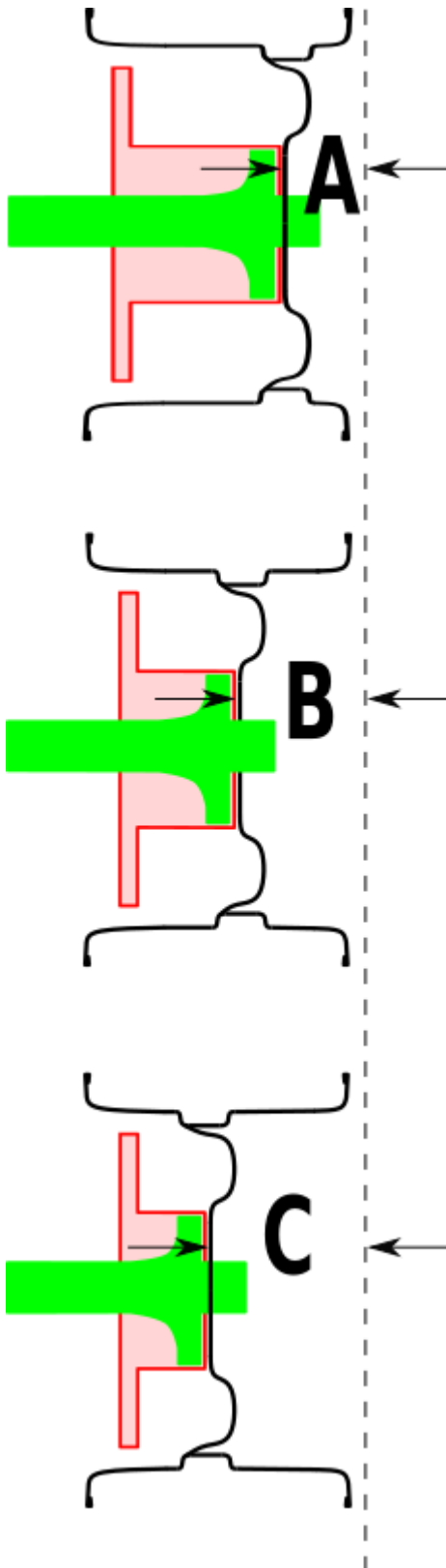


Make	H (mm)	OD (mm)
Z3 (Std)	83.2	272
Z4	60.0	280
Grassbank	48.0	292

WHEELS



Type	J (in) / H (mm)	Back space	Front space	ET (mm)
Dunlop (BMW)	6.5 / 195	118.0	79.6	18
72 Spoke Wire	7 / 205	121.8	83.2	20
	7 / 205	79.0	108.0	



FRONT SPACE

The drawings on the left illustrate the significance of the front space which is the space between the face of the wheel hub and the outer edge of the wheel rim.

Example A represents a standard Z3 arrangement where the 7" wide wheel has an offset of 40mm on a fairly lengthy Hub (green) and disc (Red). The effect is that the front space is around 62mm

Our 6" wire wheel has an offset of 18mm but is 25mm narrower than the 7" wheel. The front space ends up being similar to that of the standard 7" wheel (but the backspace is reduced which affects the appearance of the car when viewed from the rear).

The other implication to consider is that the height of the spinner should be added to the front space to get an understanding of where the spinner sits relative to the wheel arch. The answer is outside of the wheel arch and for this reason you might want to consider the mods described in example B.

Example B is a similar 7" wheel but with a 20mm offset. If this were to be mounted onto a standard Z3 hub then the outer edge of the wheel would stand 20mm further out than the standard Z3 wheel. To accommodate this and to more or less bring the outer edge of the wheel back to where it started there is a well known mod which replaces the Z3 hubs and discs with those from the Z4 which, along with a couple of well documented tweaks, does the job. Our bolt-on wheels would benefit from this mod.

Example C illustrates another 7" wheel with an offset of 0mm. This is representative of our dished, centre laced, 72 spoke wire wheel. The spinners on these dished wheels sit inboard of the rim so our mod is specifically to narrow the track by as close to 40mm as possible to, once again, bring everything back to where it was. Unlike the Z4 hub and disc swap this is a non-trivial task, it requires some serious work. We know because we implemented these changes on all of our own cars before we even considered offering it to the rest of the world.

The result is something beautiful to behold. Not only is the overall wheel appearance reminiscent of those classic 60's icons but the view from the rear also improves.