



SIB 22 02 22

2022-11-22

DIAGNOSING THE ENGINE STABILIZER LINK

MODEL

F39 (X2 Sports Activity Coupe)	F44 (2 Series Gran Coupe)	F48 (X1 Sports Activity Vehicle)
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SITUATION

During a vehicle inspection and/or while addressing a customer's concern, the engine stabilizer bar/link appears to be worn.

CAUSE

The bushing on the engine side is contacting the oil pan, or the bushing on the on the subframe side appears loose or cracked

CORRECTION

Only stabilizer bars that contact the oil pan would be a cause for an engine area rattle or rubbing noise. There is allowable movement in the stabilizer bar on the engine side, whereby this would be considered normal.

The bushing on the subframe side can have surface cracks which are also normal. This bushing does have allowable movement in the stabilizer bar.

PROCEDURE

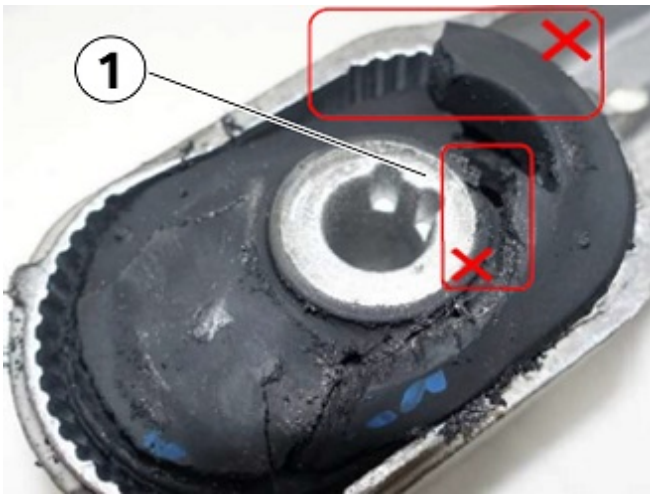
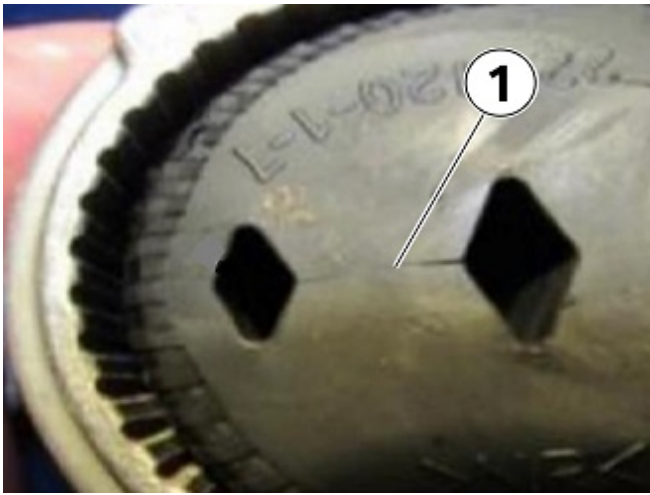
Bushing on the engine side:



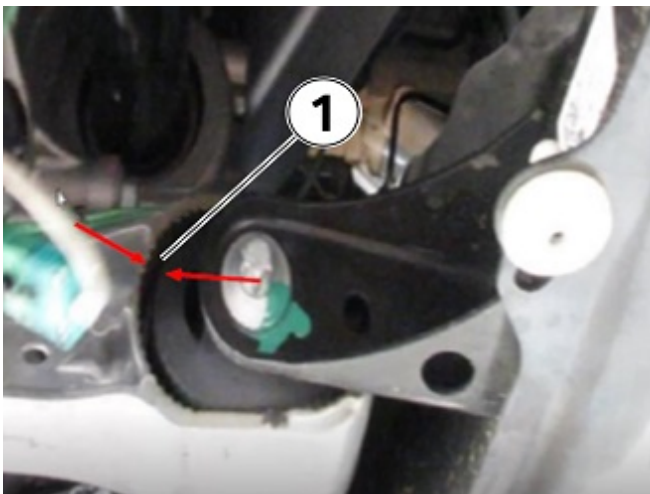
There can be up to a 2 mm gap in the bushing and the stabilizer link (1). Only replace the link if it is in actual contact with the oil pan. Reference [SIB 22 03 22](#) for replacement of the stabilizer link.

Bushing on Subframe side:

Do not replace the link if cracks measuring 10 mm or less are permissible (1).

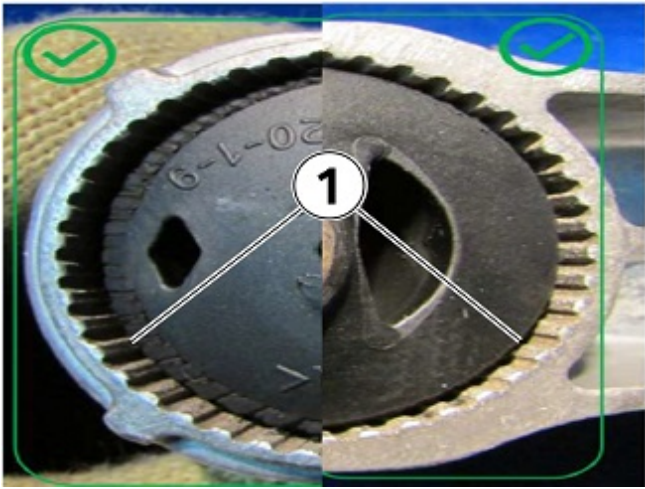


Cracks over 10 mm or where the bushing separates should be replaced (replace link).



Depending on engine load, a gap may form between the bushing and the link. This is a normal characteristic of the bushing. Do not replace the stabilizer link.

There can also be a lateral gap in the bushing and the link at the ridges in the aluminum (1). Do not replace the link.



PARTS INFORMATION

Refer to ETK if necessary.

Confirm the part numbers for your specific vehicle by entering the chassis number in ETK/AIR which considers specific equipment and/or options.

CLAIM INFORMATION

This Service Information Bulletin provides technical and diagnosis-related information.

Damage and/or issues caused by outside influences are not covered under the BMW limited warranties.

Eligible and Covered Work/Repairs

When used to repair a verified defect in materials or workmanship, the information provided in this bulletin is covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks.

To submit a claim, please follow the established and applicable warranty policy and procedures (Labor/Part/Sublet) that apply to the repair being performed.

Refer to AIR for the corresponding Defect Code, flat rate labor operations (including the diagnosis that applies*) and the flat rate unit (FRU) allowances.

Only one Main labor operation code can be claimed per repair visit.

*Based on which one applies to your center, please refer to **SI B01 01 20** or **B01 07 20** for the applicable procedure for documenting, claiming, and explaining, on the RO and in the claim comments, your diagnosis work time (WT), job/repair work time (WT), and the vehicle repairs your center performed, unless otherwise required by State law.

FEEDBACK REGARDING THIS BULLETIN

Technical Feedback	To submit feedback for the technical topics of this bulletin: Submit your feedback in the rating box at the top of this bulletin
Warranty Feedback	To submit feedback for the CLAIMS section of this bulletin: Submit an IDS ticket to the Warranty Department, or use the chat available in the Warranty Documentation Portal
Parts Feedback	To submit feedback for the PARTS section of this bulletin: Submit an IDS ticket to the Parts Department