

## Gruppe A Trailing Arm Reinforcement

Similar to M Coupe - but not the same



The photo above shows an early style Gruppe A semi-trailing arm pickup point. Careful observation reveals that the attachment point of the trailing arm to the subframe is adjustable for both camber and toe. Also, the actual pickup point is slightly relocated relative to the stock location (it is farther up and to the rear).

These Gr A trailing arms had an extra member connecting the two "legs" of the "V", turning it into an "A". At first blush this would appear to be similar to what is currently done on the BMW M Roadster/M Coupe. However, there is a subtle difference. In the case of the M Coupe the reinforcement is engineered to handle

and outer pickup points changes as the rod end is screwed in or out to adjust toe. But to keep the trailing arm from "spreading" under load, the Motorsport boys welded in the tension rod. The newer style [M Coupe trailing arm reinforcement](#) achieves the same effect certainly, but it does a lot more, acting in compression and to some degree in bending as well.

