Upper A Arm Installation Instructions

INSTALLATION:

1. Lift vehicle and support safely with stands under the frame rails. Remove the wheels and tires.

2. Beginning with one side of the vehicle, turn the wheels to allow access to the castle nut on the upper ball joint.

3. Place a hydraulic floor jack under the lower A-arm and lift slightly to relieve the spring tension from the ball joint.

4. Remove the cotter pin then loosen the castle nut but do not remove it. Using a brass hammer, hit the spindle around the ball joint mounting hole until the ball joint pops loose.

NOTE: *A pickle fork may also be used to loosen the ball joint.*

5. Remove the castle nut then pivot the A-arm upward until the ball joint comes out of the spindle.

6. Remove the two nuts that attach the A-arm to the sub-frame. Remove the shims located between the A-arm cross-shaft and the sub-frame and set aside in proper order for re-assembly. Slide the A-arm towards the motor until the cross-shaft clears the mounting studs and remove the A-arm.

NOTE: *In some instances, aftermarket headers may need to be removed in order to remove and install the upper A-arms.*

7. Install the BMR upper A-arms over the studs using the original shims. Tighten the nuts.

8. Pivot the A-arm down until the ball joint goes through the spindle. Tighten the castle nut and install a new cotter pin.

9. Remove factory bump stop and replace with provided bump stop. Using extensions and a 9/16", torque the bump stop nut to **15 ft lbs** or snug.

10. Repeat steps 2-10 for the other side.

11. Insert 2-3 pumps of grease into each ball joint.

12. Re-install the wheels/tires. Lower vehicle.

Please note: the socket head cap screws in the end of the cross shaft have been torqued by BMR during assembly.

This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, buyer assumes all risk of any damage caused to vehicle/person during installation or use of this product.

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RECOMMENDED ALIGNMENT SPECS

Camber	Caster	Toe
Daily driver street – .3-.5 degrees negative	Max positive caster to achieve desired camber settings	1/16” Toe-in
Performance street - .5-.8 degrees negative	Max positive caster to achieve desired camber settings	1/16” Toe-in



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Attention: Polyurethane and Delrin bushings must be properly lubricated with a full synthetic grease only

A full synthetic grease must be used to lubricate the inner sleeve via the grease fitting, contact points such as the outside faces of the polyurethane bushing must also be greased. We recommend Green Grease/Super Lube full synthetic grease for best results.





Do not install bushings dry. Lack of proper lubrication may cause squeaking, binding, premature wear, reduced performance, or damage to the bushings and related components. Bushings should be inspected and re-greased as needed, especially in harsh driving conditions or high-use applications.

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