Upper Control Arm Installation Instructions

Required Tools:

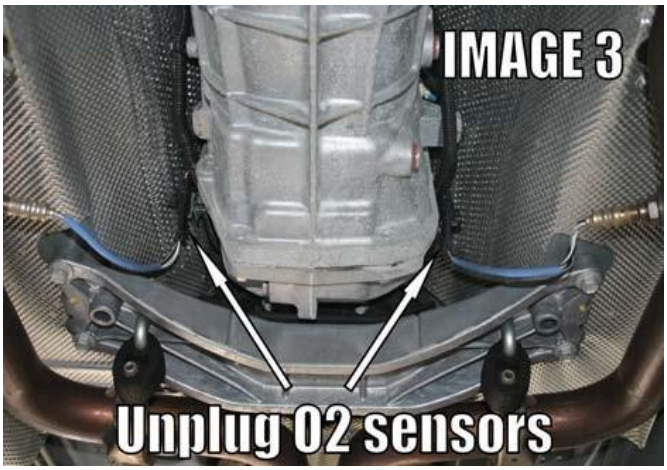
- Hydraulic jack and 2 stands (lift optional but recommended)
- Wrenches – 18mm, 21mm
- Sockets – 10mm, 13mm, 18mm, 21mm
- Pry-bar



Installation:

1. Lift vehicle and support with stands under the rocker jack points shown in **IMAGE 1**.
2. Remove both rear wheels.
3. Using a 15mm socket, remove the driveshaft tunnel brace. **IMAGE 2**
4. Unplug the rear O2 sensors as shown in **IMAGE 3**.
5. Using a 13mm socket, remove the two bolts that hold the rear two muffler brackets in place. Remove 4 bolts total, 2 per side. **IMAGE 4**







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 the vehicle or person during installation or use of this product.

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6. Using a 15mm socket, remove the 4 front flange bolts on the exhaust (2 per side) **IMAGE 5**



7. Remove center 15mm exhaust hanger bolt in rear. **IMAGE 6**

8. Using a helper, remove the entire exhaust assembly.

9. Using a 10mm socket, remove the front driveshaft tunnel exhaust shield. **IMAGE 7**



10. Using an 18mm wrench and socket, remove the 3 bolts that connect the driveshaft flex joint to the differential. **IMAGE 8**
    NOTE: Remove the appropriate bolts so that the rubber flex joint remains attached to the driveshaft, NOT the differential. Using a pry-bar, pry the joint off the alignment dowel **IMAGE 9**







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11. Un-plug the fuel pump wiring harness located on the passenger side of the car next to the front cradle bushing. **IMAGE 10**



12. Support the cradle with a hydraulic jack or adjustable frame stands.

13. Twist the emergency brake cable while pulling up to “release” it from the bracket attached to the upper control arm on each side. **IMAGE 11**



14. Using a 21mm socket, remove the 4 cradle mounting bolts. **IMAGE 12**

15. Use a 21 mm socket and wrench to remove the inner front bolt on the upper control arm. **IMAGE 13**

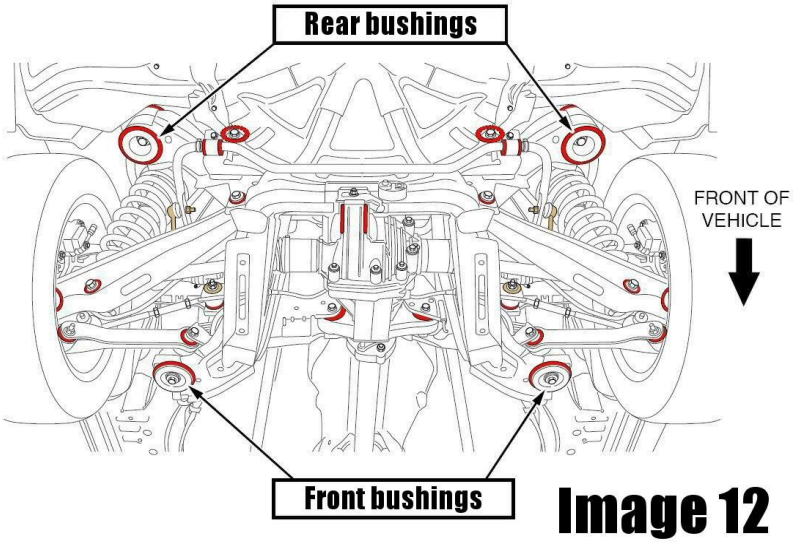


Image 12



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16. Using an 18 mm wrench and socket, remove the outer bolt on the upper control arm. **IMAGE 14**

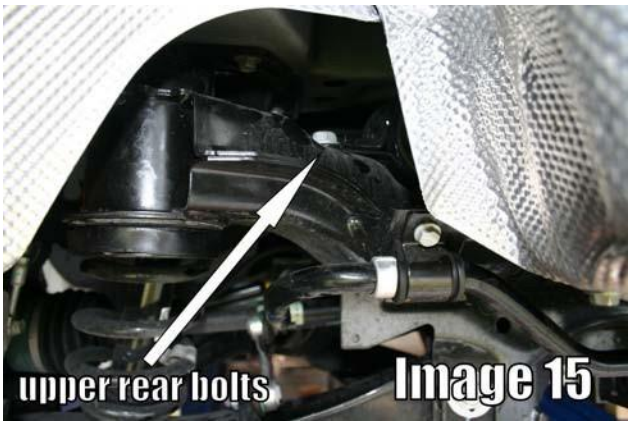
17. Remove the two 18 mm bolts at the rear of the upper control arm **IMAGE 15**

18. Remove the upper control arm

19. Note the orientation of the rear bushing saddle on the control arm before removing the bushing. Using a 21mm socket, remove the bushing retainer bolt as shown in **IMAGE 16**

20. Using a hydraulic press, remove the OE bushing from the saddle. **IMAGE 17**



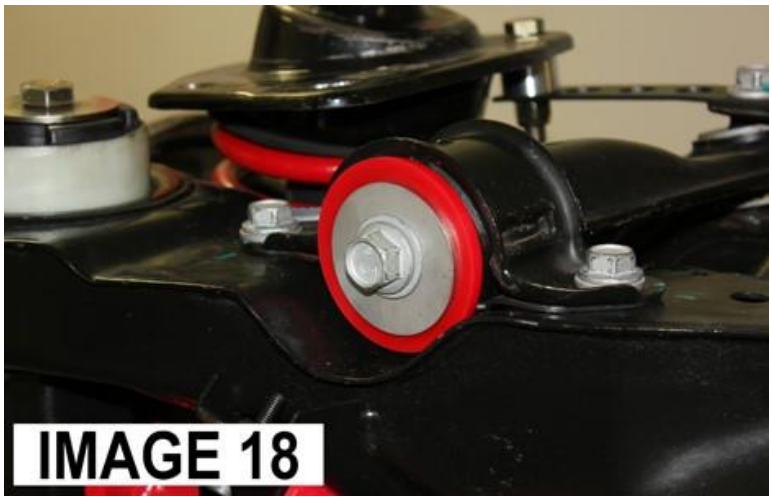






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21. Position the bushing shell to match the original orientation then push the BMR bushing into the shell with the flange of the bushing towards the outside of the A-arm. Insert the provided sleeve then attach the assembly to the upper control arm. Place the provided washer over the bolt then tighten the bolt to **130 ft/lbs using blue thread locker IMAGE 18**

22. Re-install control arm using the OE mounting hardware. Torque the rear saddle bolts to **85 ft/lbs.** Torque the front inner mount to **130 ft/lbs**. Torque the outer bolt to **85 ft/lbs**

23. Lift the cradle up against the frame making sure that the rear alignment dowels are seated properly then insert the 4 mounting bolts. Torque all bolts to **130 ft/lbs.**

24. Re-install the emergency brake cable to the bracket.

25. Plug the fuel pump wiring harness back in.

26. Bolt the driveshaft back into place and torque the three bolts to **85 ft/lbs.**

27. Re-install the driveshaft tunnel exhaust shield.

28. Re-install the exhaust.

29. Reconnect the O2 sensors.

30. Bolt the driveshaft tunnel brace back into place and torque to **45 ft/lbs.**

31. Install the rear wheels and lower the vehicle.

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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.