TCA015 INSTALLATION INSTRUCTIONS

REQUIRED TOOLS:

- Hydraulic jack and jack stands
- Pry-bar
- Sockets and wrenches – 13mm, 18mm, 1-1/8”

INSTALLATION:

1. Lift vehicle and support with jack stands under the frame rails.

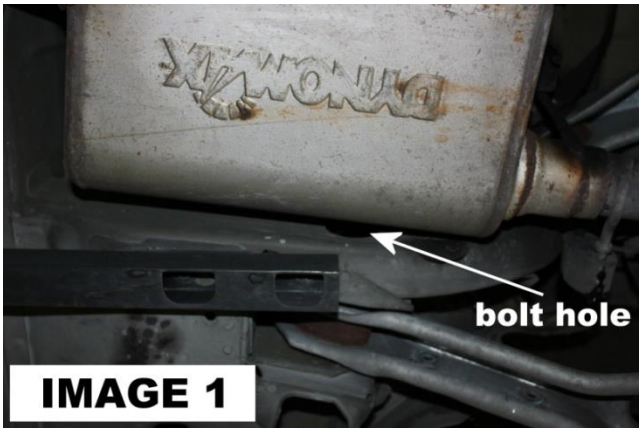
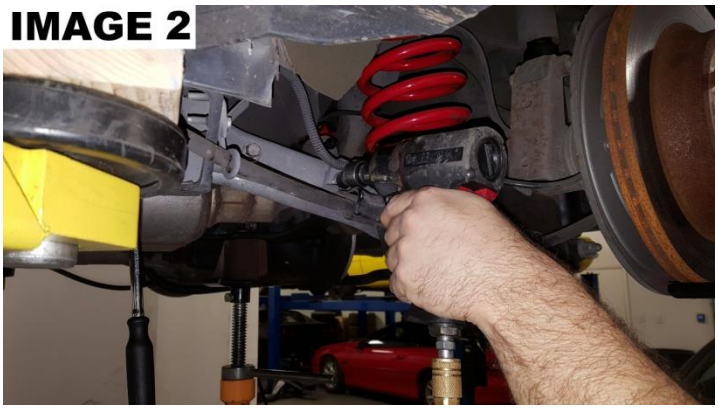


IMAGE 1

2. For ease of access, remove both rear wheels/tires.
3. As shown in **IMAGE 1**, some exhausts may block accessibility to the lower control arm bolts in the frame rail. If this is the case, remove the exhaust before proceeding.

IMAGE 2



4. Using a 13mm wrench or socket, remove the 4 bolts on the sway bar. Remove the sway bar and set it aside. (**IMAGE 2 and 3**)
5. Support the rear end with the jack, then remove the lower shock bolts using a 19mm or 21mm wrench (most were 21mm but it has been reported that some years used 19mm nuts).

IMAGE 3



TCA015 INSTALLATION INSTRUCTIONS (CONTINUED)

6. Once the shocks are disconnected, carefully lower the rear end until the springs can be removed. (**IMAGE 4**)
7. With the springs and sway bar removed, un-bolt the lower control arms one side at a time using an 18mm wrench and socket.
8. Install the control arms as shown in **IMAGE 5** using the factory hardware. Tighten the mounting bolts to 83 ft/lbs.
9. Tighten the jam nuts on the BMR control arms using a 1-1/8" wrench
10. Re-install exhaust, if necessary.
11. Re-install wheels/tires then lower vehicle.

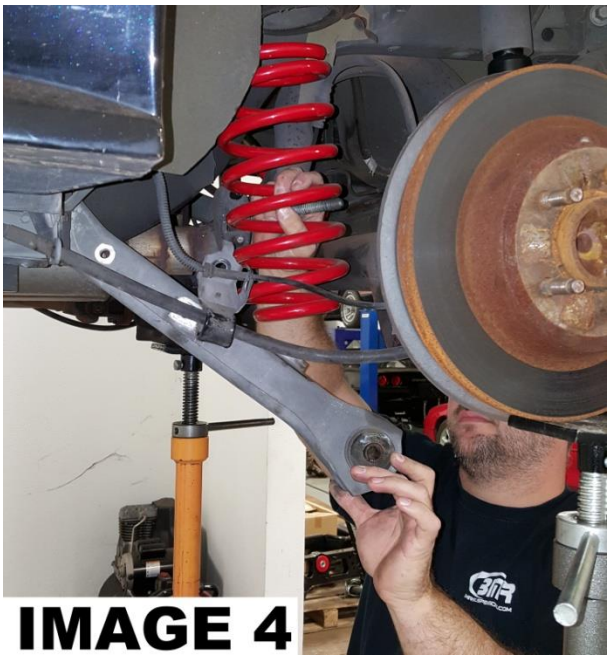


IMAGE 4



IMAGE 5

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/person during installation or use of this product.

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.