ADJUSTABLE LOWER CONTROL ARMS

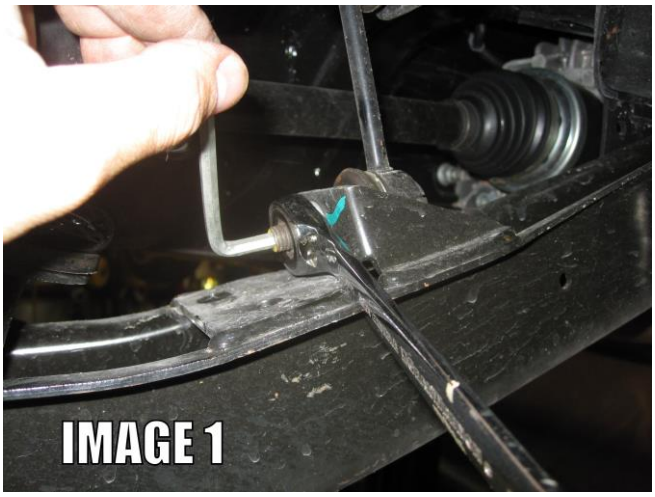
TCA028, TCA029 – *2010-present Camaro, 2008-2009 Pontiac G8*

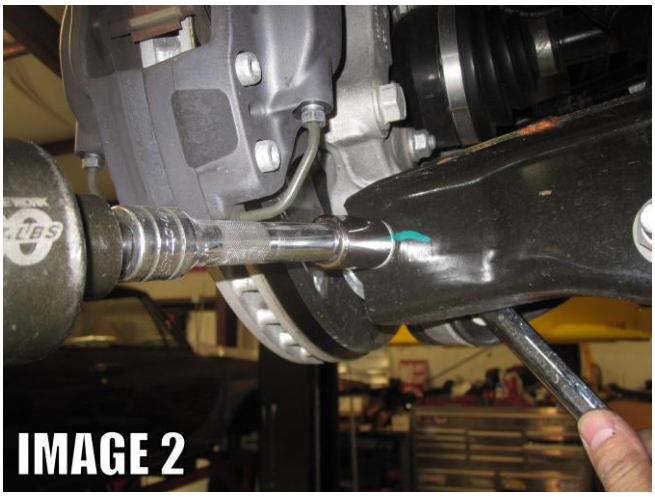
RECOMMENDED TOOLS:

Hydraulic Jack and stands
Wrenches: 15mm, 18mm, 2x-21mm, 5mm Allen wrench
Sockets: 18mm socket, 21mm

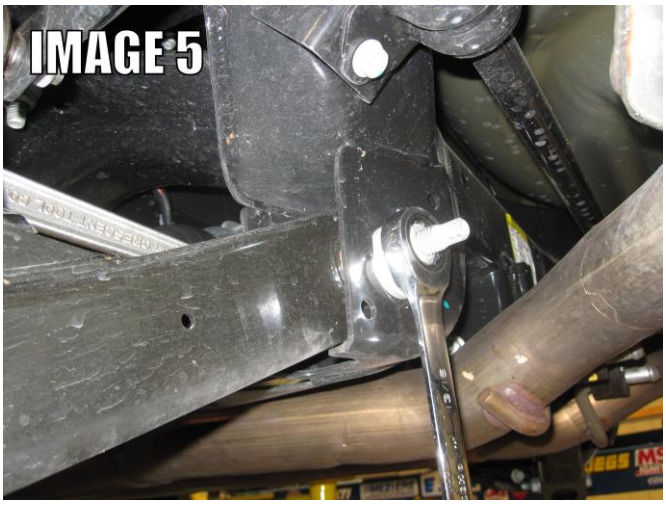
INSTALLATION:

1. Lift vehicle and support with stands under the cradle.
2. Remove the rear wheels/tires.
3. On G8's and 2010-2012 Camaros, remove the nut on the sway bar end links as shown in **Image 1**. Use a 15mm wrench and a 5mm Allen wrench. On 2013-newer Camaros with the FE4 suspension, remove the end link using a 15mm wrench and 15mm socket.
4. Using a 18mm socket and 18mm wrench, remove the outer control arm bolt. (**Image 2**)









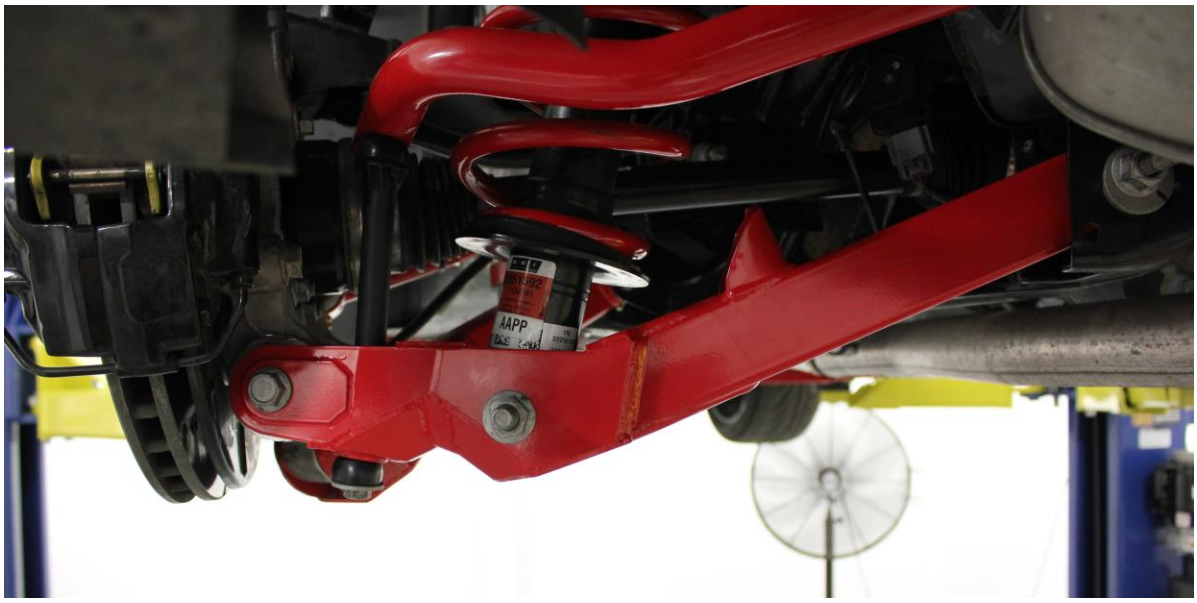
5. Using a 21mm wrench and 21mm socket, remove the shock cross-bolt. (**Image 3**)
6. Using (2) 21mm wrenches, remove the inner bolt. (**Image 5**)
7. Remove OE control arm. NOTE: while it is possible to remove the control arm at this point, it is somewhat easier to loosen the (4) upper shock mounts. This allows the shock tension to be released and the control arm comes out much easier.

8. If you are using BMR adjustable control arms (TCA029), adjust the control arm to the approximate length of the OE control arm.
9. Install the BMR control arm and insert all of the appropriate bolts but do not tighten.
10. Load the rear suspension by lowering the car onto ramps or something similar that will allow access to the control arm mounting bolts when the suspension is loaded.
11. If you are using BMR non-adjustable control arms (TCA028), skip this step and proceed to step 12. Sighting the wheel/tire, adjust the inner control arm bolt until the wheel/tire is as vertical as possible.
12. Tighten the inner bolt to 85 ft/lbs.
13. Tighten the outer control arm bolt to 30 ft/lbs plus 120 degrees. Tighten the shock cross-bolt to 59 ft/lbs plus 120 degrees.
14. Re-install the end link and tighten the sway bar end link nut.
15. Using a hydraulic grease gun loaded with silicone grease, insert approximately 4-6 pumps into each grease fitting.
16. Lower vehicle.
17. Take the car to a reputable alignment shop for a 4 wheel alignment. NOTE: with BMR adjustable control arms, camber will now be adjusted using the large 1-1/8" adjuster on the control arm, NOT the OE eccentric bolt.

BMR recommends the following alignment specs:

STREET PERFORMANCE	PRO PERFORMANCE
Front camber: -0.8min to -1.1 max	Front camber: -1.3min to -1.6max
Rear camber: -0.6min to -1.0max	Rear camber: -0.9min to -1.2max
Front toe: -1/16"	Front toe: -1/16"
Rear toe: -1/16"	Rear toe: -1/16"
Front caster: 7 to 8.5 (OE not adjustable)	Front caster: 7 to 8.5 (OE not adjustable)

NOTE: Ride height and vehicle variance will dictate whether the above settings are attainable with non-adjustable control arms. TCA028 control arms were designed to minimize excessive negative camber as a result of lowering the vehicle. If you track the vehicle and want to run a lot of negative camber you will need more adjustability in the form of adjustable control arms (BMR Part #TCA029)



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.

Attention: Polyurethane and Delrin bushings must be properly lubricated with a <u>full synthetic grease</u> 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 <u>full synthetic grease</u> for best results.



<u>Do not install bushings dry</u>. 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.