BMR Trak Pak and Extreme Duty Torque Arm Installation Instructions

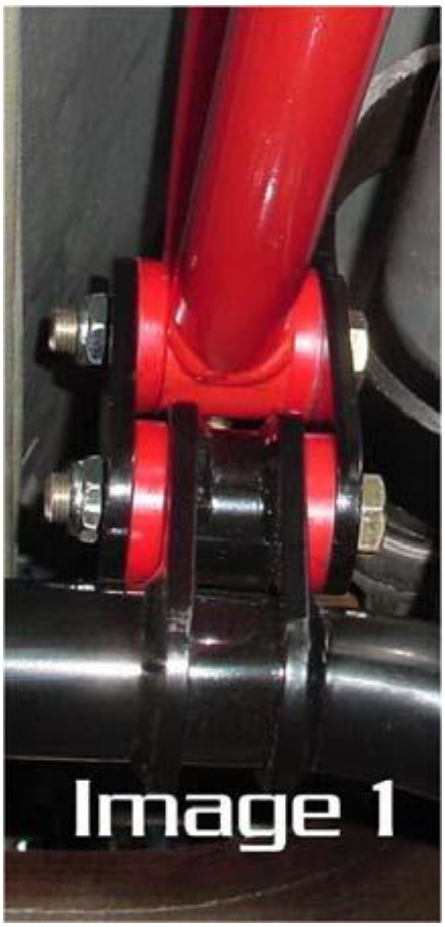
INSTALLATION:

1. Raise car and support with jack stands under frame allowing rear suspension to fall to its furthest position. If using a drive on service lift, the install may be performed with the suspension loaded

2. Remove both large bolts that attach the factory torque arm to the rear end. Remove all 3 bolts that hold the torque arm front mount to the transmission and remove the entire torque-arm and front mount assembly. Automatic cars require lowering the transmission cross member in order to remove the bracket.

3. Position the BMR torque arm over the rear axle, slide new bolts through and tighten

IMPORTANT NOTICE TO MOSER 12 BOLT USERS: This product is only warrantable on rear axles that utilize the factory style "through bolts" to connect the torque arm to the rear end. Moser 12 bolt rear ends utilize a threaded bolt hole that has been proven to have bolt retention issues when used with aftermarket torque arms. If you have this particular rear axle, understand this warranty disclaimer and still wish to use this product, keep in mind that lock washers, or Loctite brand thread sealants are not substitutes for periodic bolt inspection.



4. Using the provided pivot plates and hardware, attach the universal crossbrace to the front torque arm mount as illustrated in **IMAGE 1**. The crossbrace should be resting against the bottom of the subframe connectors. This crossbrace fits various applications and requires custom fitment per application. Determine the weld points on your subframe connectors and mark the crossbrace for cutting. For maximum ground clearance, the crossbrace should be installed as high as possible without contacting the floor pan. Depending on subframe connector design, the included vertical weld points can be welded to the bottom or the side of the subframe connector. Using the control arm mounting bolts as a reference point, measure each side to ensure that the crossbrace will be square.

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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5. Once the crossbrace has been fit and the weld points marked, prep and weld the vertical plates into place. Weld cross brace to vertical plates **IMAGE 2**



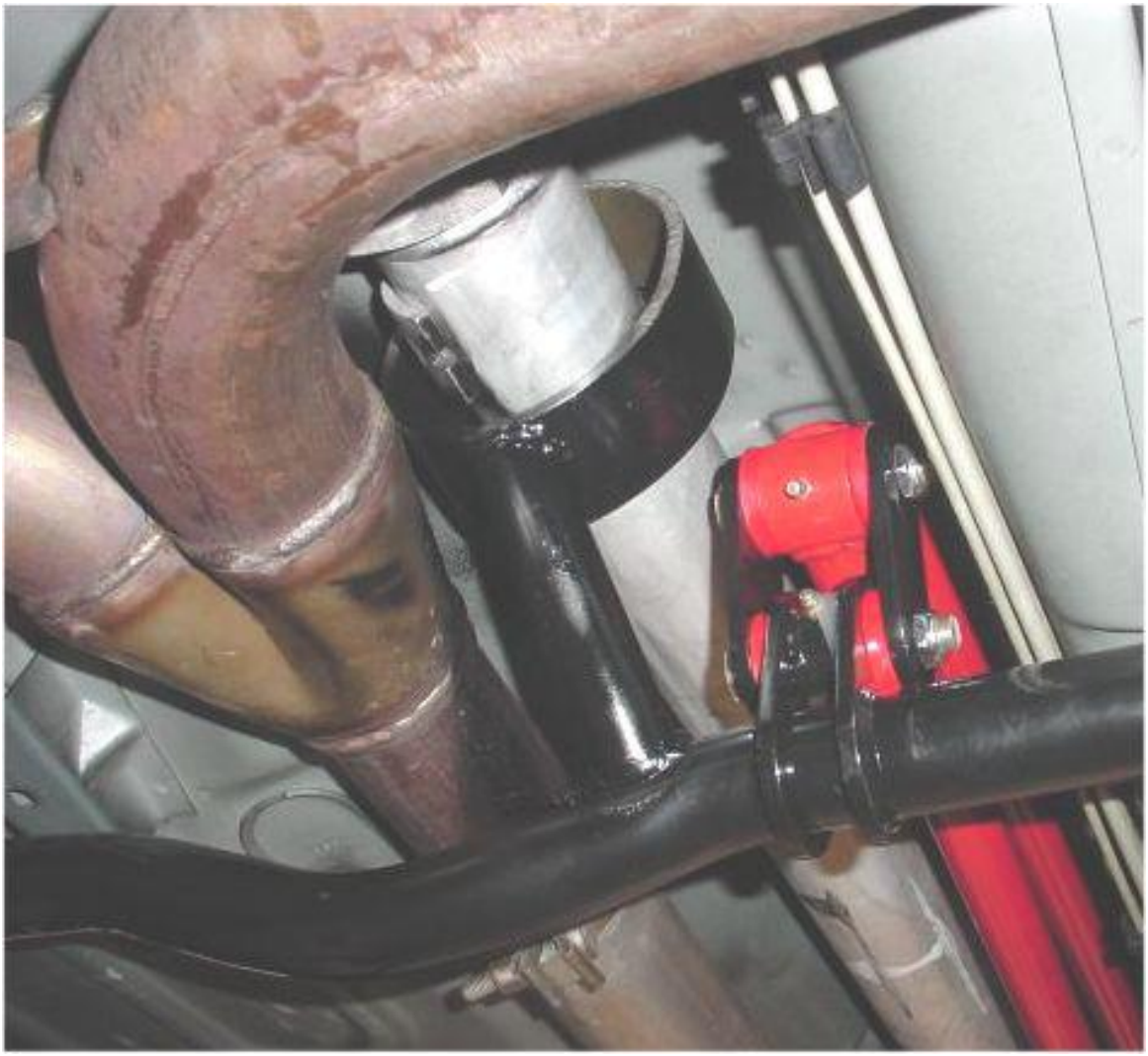
6. Reattach the pivot plates, attaching the crossbrace to the torque arm and tighten the bolts.

7. Set the pinion angle using the following method:
   - Load the rear axle by either setting the car on the ground or letting the car rest on jack stands positioned under the rear axle.
   - Place the angle finder on the driveshaft and record the angle. The driveshaft angle is negative if it slopes downward towards the rear of the car. The driveshaft angle is positive if it slopes upward towards the rear of the car.
   - Now place the angle finder on the rear end torque arm mounting plate and record the angle. The rear end angle is negative if it slopes downward towards the front of the car. The rear end angle is positive if it slopes upward towards the front of the car.
   - Add the two measurements. This is your pinion angle. (Example: -2 rear end angle plus -1 driveshaft angle = -3 degrees)
   - Turn adjuster to achieve the desired angle.
   - As a starting point, most F-Bodies seem to like the following initial settings: Automatics: 1-2 degrees negative Manuals: 2-3 degrees negative
   - Please refer to www.bmrsuspension.com to view the video for setting the pinion angle.
8. Once pinion angle has been set, tighten all jam nuts. Verify that torque arm mounting bolts are tight and tighten the rear cross bolts attaching the rod-ends to the torque arm mounting bracket.

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OPTIONAL WELD-IN DRIVESHAFT LOOP INSTALLATION: Remove one end of the driveshaft and slide the driveshaft loop over it. Reinstall driveshaft. Position the loop 6 inches from the front u-joint. Mock it up so that there is sufficient clearance to allow the driveshaft to go up and down 1.5”. Using the provided length of tubing, cut and weld the ends to allow mounting the loop to the crossbrace. Double check the clearances and weld into place.



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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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