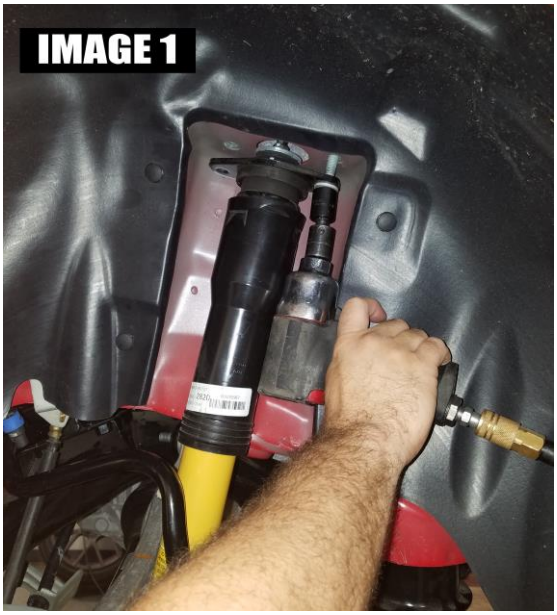
UCA112 INSTALLATION INSTRUCTIONS

TOOLS REQUIRED:

- Hydraulic jack and jack stands
- Wrenches and sockets – 16mm, 18mm, 1", 1-1/8"

NOTE: We removed the springs before documenting this installation to allow better visibility for illustrating each step of the install.



INSTALLATION:

1. Lift the rear of the vehicle and safely support with jack stands under the rear jack points on the rockers.
2. Remove wheel/tires to provide access to the work areas.
3. Using a 16mm socket, remove the upper shock bolts as shown in **IMAGE 1**.
4. Using two 18mm wrenches, loosen the inner control arm bolts.



5. To remove the inner control arm bolt it is necessary to lower the cradle. Place a jack under the cradle then loosen the four main cradle bolts as shown in **IMAGE 2**.
6. Lower the cradle until there is enough clearance to get the inner control arm bolts out.

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UCA112 INSTALLATION INSTRUCTIONS (Continued)



7. Using the same wrenches, remove the outer control arm bolts and remove the factory arms.
8. Adjust the BMR control arm to the same length as the factory arm using the factory arm for reference. Ensure that there is the same thread engagement on each side of the adjuster as shown below.
9. Install the BMR upper control arms using the factory hardware. Tighten inner bolts to 83 ft/lbs. and the outer to 65 ft/lbs.
10. Tighten the jam nut on the BMR control arm using a 1" and 1-1/8" wrench.
11. Tighten the cradle bolts to 130 ft/lbs.
12. Tighten the upper shock bolts to 47 ft/lbs.
13. Using a grease gun loaded with synthetic lube, grease the two fittings with 3-4 pumps each.
14. Re-install wheels/tires and lower 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.

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