Upper Trailing Arm Installation Instructions

TOOLS REQUIRED:

- Hydraulic jack and jack stands
- Wrenches and sockets – 10mm, 16mm, 18mm, 1-1/8"

NOTE: Before proceeding, take note of the following recommendations. Unfortunately the entire rear cradle must be lowered to install this part due to poor bolt placement on the inner bolt of the upper trailing arms. This install is very involved and not recommended for the novice home mechanic. We recommend that you read the installation procedure before proceeding to make sure it is within your capabilities.

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

INSTALLATION:

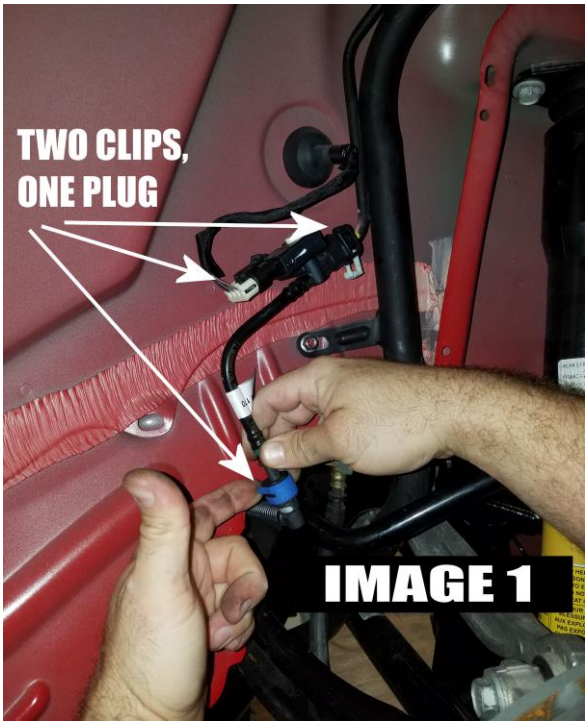
1. Lift the rear of the vehicle and safely support with jack stands under the rear jack points on the rockers. Make sure vehicle is high enough to lower the cradle approximately 6 inches.

2. Remove wheel/tires to provide access to the work areas.

3. The first thing to remove is the entire exhaust, from the manifolds rearward. With the various exhausts offered from the factory, plus aftermarket options, we will not go into details of the removal process.

4. With the exhaust removed and set aside, proceed to the driver side rear wheelwell. Remove the 7 plastic clips and two 10mm nuts retaining the inner plastic wheelwell. Towards the rear there are a few rivets that do not come out. Simply leave these attached and fold the wheelwell out of the way to allow access to the gas filler tube.

5. Next disconnect the small fuel tube shown in **IMAGE 1** Release the 2 clips and unplug the sensor then set the fuel tube/sensor aside.



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6. Using a 10mm socket, remove the nut holding the fuel fill tube to the inner wheelwell. **IMAGE 2**



7. Place a bucket under the fuel tank then remove the hose clamp on the rear of the tank as shown in **IMAGE 3**.

NOTE: the tank has a check valve to hold the fuel in the tank but you will still drip whatever fuel is in the hose itself.

8. Once the lower hose clamp is removed, the entire fill tube can be removed. Pull the tube out the bottom, through the lower control arm and trailing arm.

NOTE: the upper part of the tube is only connected with a rubber grommet and pulls loose easily. **IMAGE 4**





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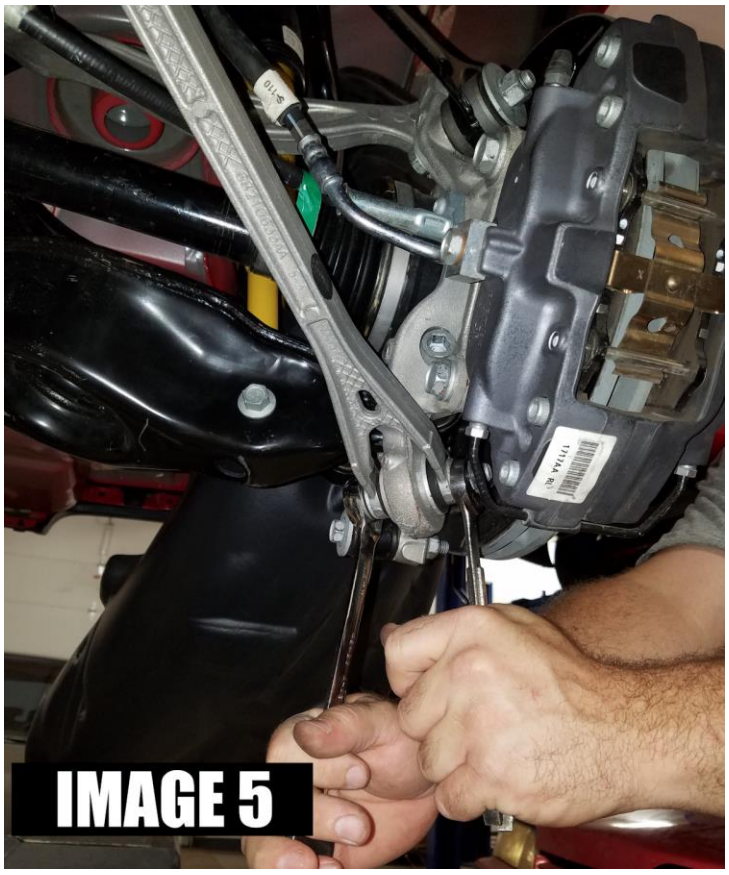
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9. Next the calipers must be removed in order to lower the cradle. To eliminate the need to disconnect a brake hose, remove the outer trailing arm bolt using two 18mm wrenches as shown in **IMAGE 5**. This will allow sufficient room for the caliper to clear as the cradle is lowered.

10. Using an 18mm socket, remove the two caliper bolts then hang the caliper with a piece of wire or a zip tie.

11. The next step is to disconnect the emergency brake cables. This is difficult due to its location above the cradle. Follow the cable upward to where they connect together above the cradle. Using a small screwdriver or pick, release the spring steel retainers (**IMAGE 6**) to separate the cables.

12. Remove the two small cable clamps using a 10mm wrench.





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13. Locate the group of wiring harnesses on the passenger side and unplug the three harnesses shown in **IMAGE 7**

14. Using a 16mm socket, remove the upper shock bolts. **IMAGE 8**

15. Place a jack under the rear cradle then loosen the four cradle bolts using an 18mm socket.

16. Slowly lower the cradle until the upper trailing arm bolt can be removed. Loosen it with two 18mm wrenches.

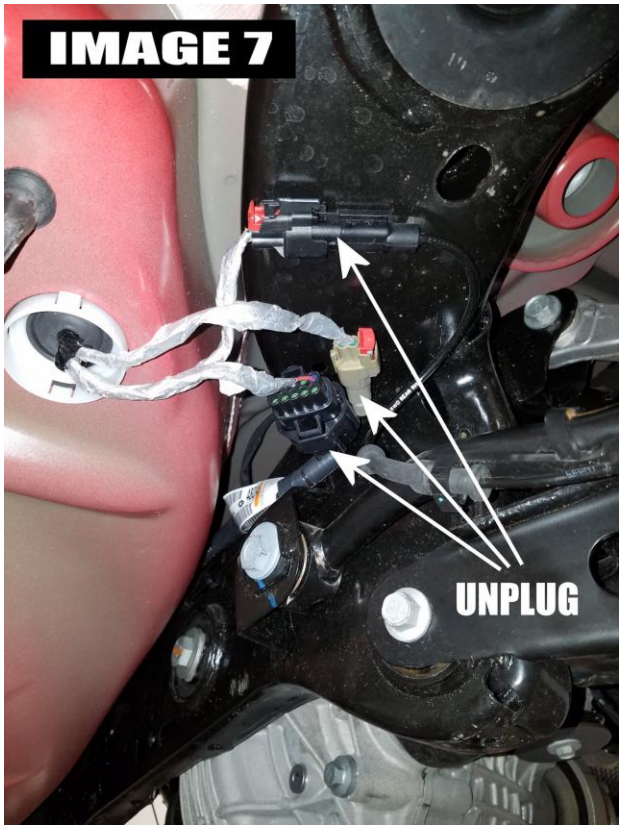
17. Loosen the outer trailing arm bolt with the same wrenches then remove the trailing arm.

18. Adjust the length of the BMR arm to the stock length using the stock arm as a reference. Ensure the same amount of thread is used on the adjuster and rod end.

19. Install the BMR trailing arm using the factory hardware. We recommend installing the inner bolt backwards during re-assembly. This will allow easy removal of this bolt in the future without having to lower the cradle.

20. Tighten the trailing arm bolts to **83 ft/lbs.**

21. Tighten the jam-nut on the control arm using a 1" and 1-1/8" wrench.





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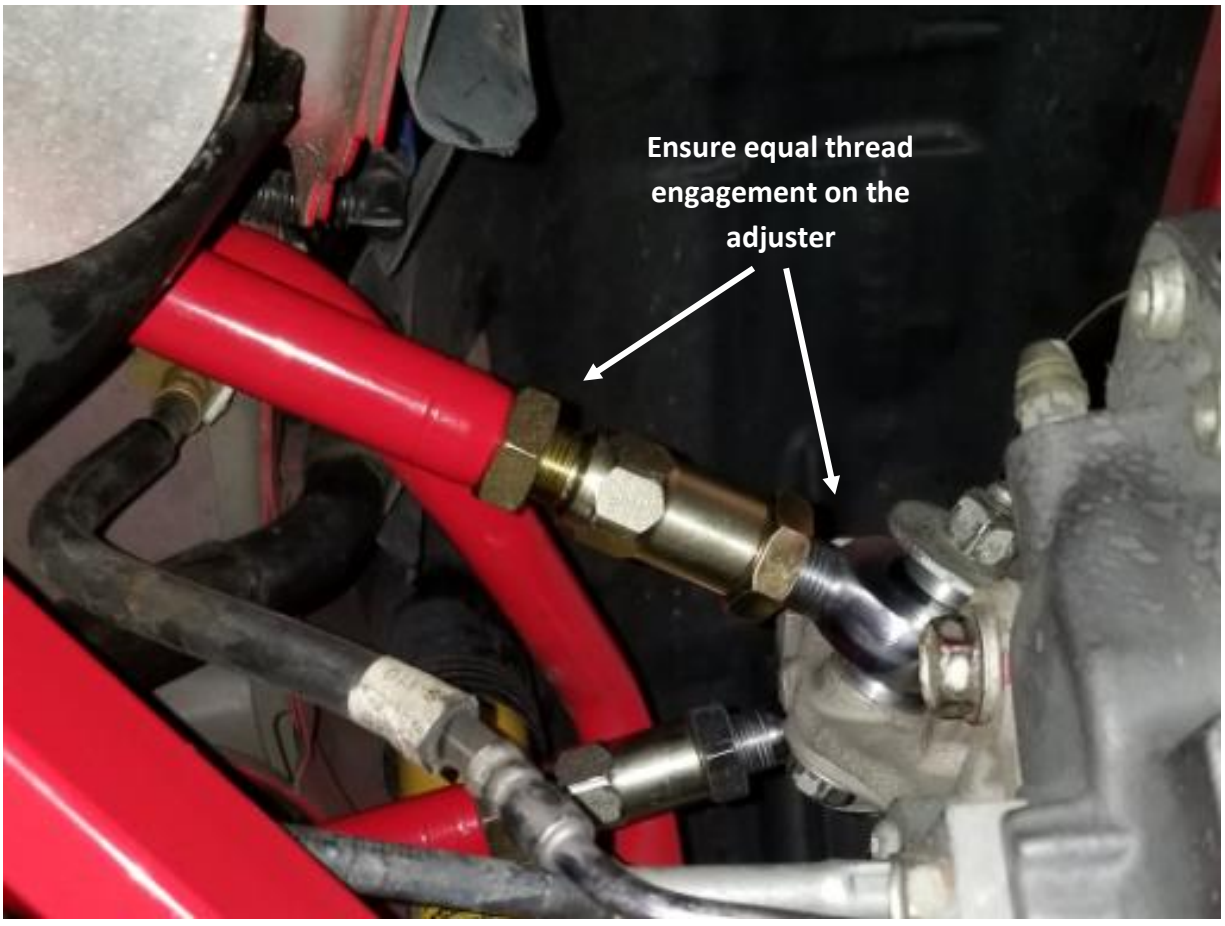
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22. Re-install cradle and all other components using steps 3-18 in reverse.

23. Using a grease gun loaded with synthetic lube, grease the two fittings with 3-4 pumps each.

24. 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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