Tubular A Arm Installation Instructions



Recommended Tools:

- Jack, Jack Stands, Lug wrench
- **15mm** wrench
- ½" drive ratchet with **18mm** deep socket and **21mm** socket
- Brass hammer

Installation:

1. Lift vehicle and support with stands positioned under the frame rails. Remove both front wheels/tires.

2. This step is not necessary for installation but makes the work area more accessible. Using a **18mm** deep socket, loosen both outer tie rod ends. Knock both tie rods loose from the spindles using a brass hammer.

3. Using a **15mm** wrench and **18mm** socket, loosen and remove the spindle bolt that clamps the ball joint to the spindle.

4. Using a **18mm** socket (**21mm** for 2010 and newer), loosen and remove the rear A-arm bolts on the K-member.

5. Using a **18mm** socket, remove the front A-arm bolt on the K-member.

6. Remove A-arm.

7. Adjust the rod-ends of the BMR A-Arms to the approximate length of the OE A-arm and then install loosely.

NOTE: If you are installing BMR adjustable A-arms, the adjustment of the rod end is intended to eliminate bind when the control arm is at ride height. It is necessary to adjust the rod end and install the arm so it pivots freely and does not defect the rear mount.

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8. With the A-arms installed and rod end adjusted properly, torque the following bolts to these specs:
   Front A-arm bolt **95 ft-lbs**
   Rear A-arm bolts **125 ft-lbs**
   Tie rod stud – **55 ft-lbs**
   Ball joint cross-bolt – **75 ft-lbs**
   Tighten the jam-nut on the rod end at this time.

9. Repeat steps 3-8 for the other side.

10. Re-install wheels/tires and allow the vehicles weight to rest on the suspension. The suspension is now loaded and the front bushings may be tightened to **95 ft lbs** If not on a service lift, this step may be done on ramps or blocks.

11. Grease all bushings on the A-arms with a grease gun. For optimal wear qualities and minimal noise, a silicone, polyurethane-specific grease is recommended.

With all versions of these A-arms, a 4-wheel alignment is necessary after installation. Depending on vehicle ride height, doing so may require additional camber adjustment in the form of camber bolts. These are also available from BMR under part number **FC001**.

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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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