A Arm Installation Instructions

Recommended Tools:

- Jack and jack stands
- Deep well sockets – 1/2”, 9/16”, 3/4”, 7/8”, 15/16”
  1-1/16”, 3/8” hex driver.
- Ratchets - 3/8” and 1/2” drive
- Wrenches - 1/2”, 9/16”, 3/4”, 7/8”
- Hammer, flat headed drift
- Spring Compressor

IMAGE 1



Installation:

1. Lift the front of the vehicle evenly and support with jack stands under the frame rails. Remove the jack, it will be needed later. Ensure your jack stand placement doesn’t interfere with the removal of the original control arms. Instructions are same for each side. Remove front wheels.

2. Using a 3/8” hex driver socket, remove the brake caliper as seen in **IMAGE 1**. Make sure to hang the caliper from a piece of wire or hook, as the brake line is not designed to suspend the weight of the caliper.

3. Remove the wheel bearing cap with a hammer and drift, remove the cotter pin, and then remove the bolt holding the rotor on using a 1-1/16” socket. Leave the bearings inside the rotor and remove rotor from spindle. **IMAGE 2**

4. Using a 1/2” socket, remove the dust shield. **IMAGE 3**

IMAGE 2

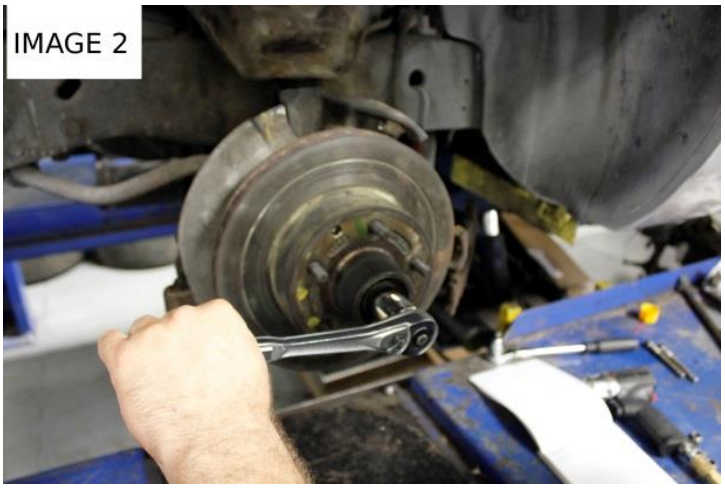


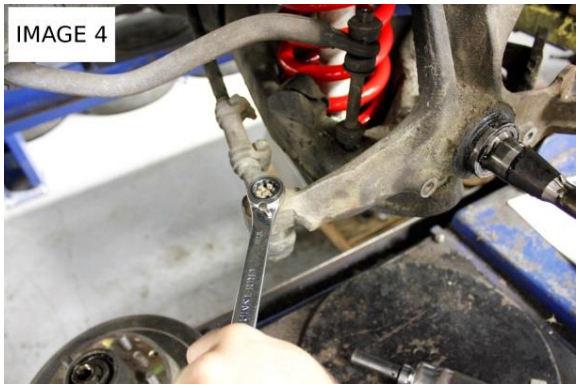
IMAGE 3



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.

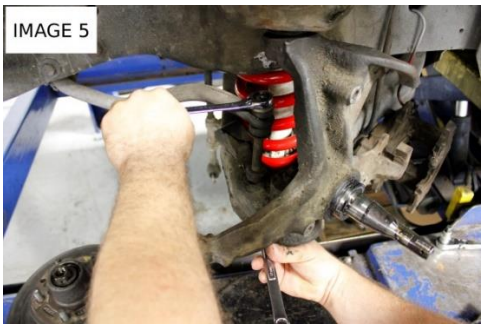
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5. Using a 3/4” wrench, disconnect the outer tie rod. **IMAGE 4**

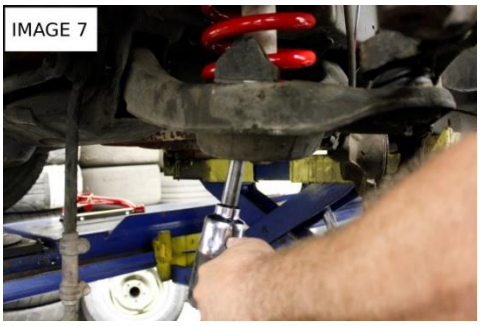


6. Using a 9/16” socket and wrench, remove the sway bar end link as seen in **IMAGE 5**.

7. Using a 9/16” socket, remove the upper shock nut (**IMAGE 6**). Remove lower shock bolts as seen in **IMAGE 7** also with the 9/16” socket, then remove shock.



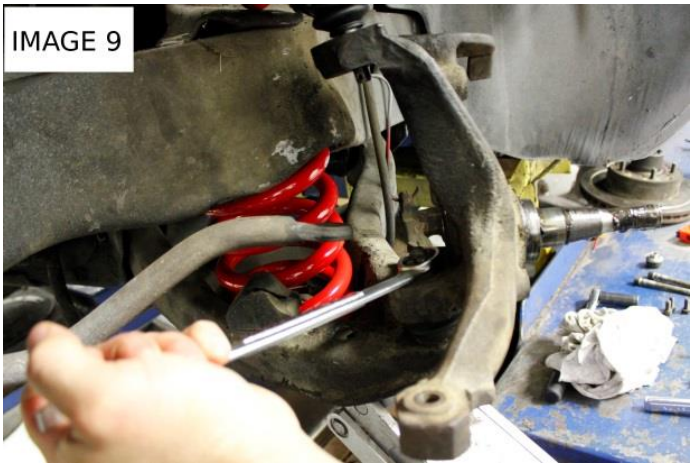




8. Support the spring pressure on the lower arm with the jack. Using a 3/4” wrench, disconnect the upper ball joint as seen in **IMAGE 8**. Using a 15/16” wrench, disconnect the lower ball joint. Knock the ball joint loose with a brass hammer or pickle fork. Carefully lower jack and remove spindle, then spring. **IMAGE 9**



9. Using two 7/8” wrenches, remove the lower control arm. **IMAGE 11**





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10. Fit the BMR control arm using the OE (or new) bolts, tightening to **55 ft-lb**

11. Using the jack to support the control arm, install the spring with the end against the stop in the spring cup. It is best to use a spring compressor if possible.

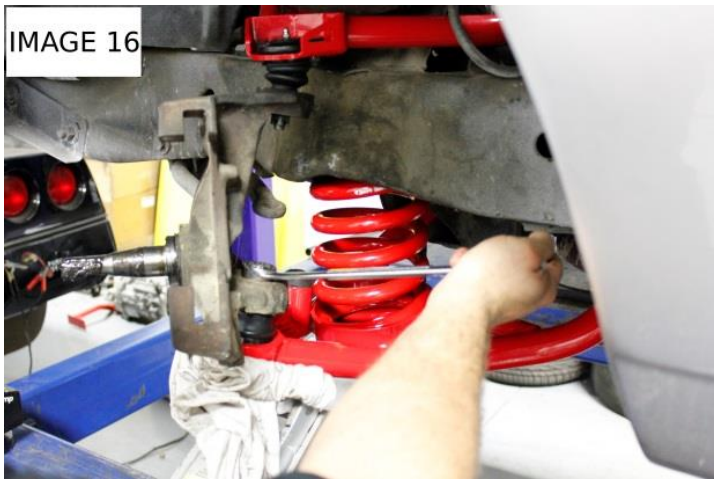
<u>EXTREMELY IMPORTANT:</u> Spring MUST fit over these bent tabs on the underside of the frame, inside the spring pocket. Uneven ride height will result from failure to properly seat springs.

12. Compress the spring with the jack and reinstall spindle, torquing nuts to **65 ft-lb**, then reinstall cotter pins. **IMAGE 16**.

13. Reinstall remaining components in reverse order of removal

14. Insert 2-3 pumps of grease into each ball joint.

15. Re-install the wheels/tires. Lower vehicle.



Please note: the socket head cap screws in the end of the cross shaft have been torqued by BMR during assembly.

BMR A-arms have improved geometry built into the A-arms. Your BMR A-arms have an additional 2 degrees of positive caster built into the arm which will affect your alignment. It is necessary to have the vehicle re-aligned after this installation. BMR recommends the following alignment specifications:

RECOMMENDED ALIGNMENT SPECS

Camber	Caster	Toe
Daily driver street – .3-.5 degrees negative	Max positive caster to achieve desired camber settings	1/16” Toe-in
Performance street - .5-.8 degrees negative	Max positive caster to achieve desired camber settings	1/16” Toe-in

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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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