AAU461 and AAU462 – Upper A-Arm for G-Body

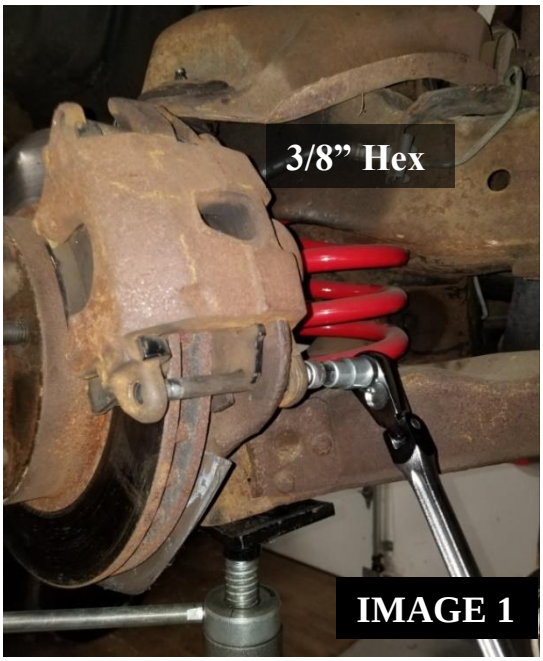
Tools required:

- 3/8” hex key socket
- 18, 21, 22mm and 7/16” wrench

Assembly:

1. Using a **7/16” wrench and socket**, install the ball joint into the ball joint mount using the provided hard ware. Install the lock washer under the nut.

Instructions:



1. Lift vehicle and support with jack stands.
2. Using a jack, or by lowering the vehicle on blocks in addition to securing with jack stands, compress the lower A-Arm to ensure that the spring does not experience unintended decompression.
3. Remove the front brake caliper using a **3/8” hex key socket,** use a hanger or bungie cord to take tension off of the brake line and hold the caliper in a position that is out of the way.
4. Using a **22mm wrench**, remove the nut securing the ball joint to the steering knuckle.
5. If the ball joint remains secured to the steering knuckle, use a brass hammer or a dead blow to break the ball joint’s tapered seat.
6. Using an **18mm wrench** remove the two nuts securing the A-arm’s cross shaft to the frame.
7. Install the new upper control arm cross shaft to the frame using the factory hardware. Torque to *48 ft-lbs*
8. Align and insert the ball joint into the tapered hole in the steering knuckle, tighten provided castle nut and torque to *52ft-lbs.*
9. Insert cotter pin and bend the long arm of the pin over the castle nut.
10. Re-install the brake caliper and torque to *35 lb-ft.*
11. Lower vehicle.



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

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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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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