LCA355 - Lower Control Arms, Rear, DOM, Non-adj, Delrin
2010-2015 Camaro, 2008-2009 Pontiac G8, and 2014 – 2017 Chevy SS

NOTE: This product is designed to work with Strange or comparable coil-over shocks only; OE-type shocks will not work with this control arm.
NOTE: This product is designed to work with rod-end style rear sway bar end links with ½" holes (BMR XSB004 - Xtreme Anti-roll Kit). OE-style end links will not work with it.

RECOMMENDED TOOLS:

- Hydraulic Jack and stands
- Wrenches: 15 mm, 18 mm, (x2)-21 mm, 5 mm Allen wrench
- 3/8 drive ratchet
- Sockets: 18 mm socket, 21 mm
- Torque Wrench



INSTALLATION:

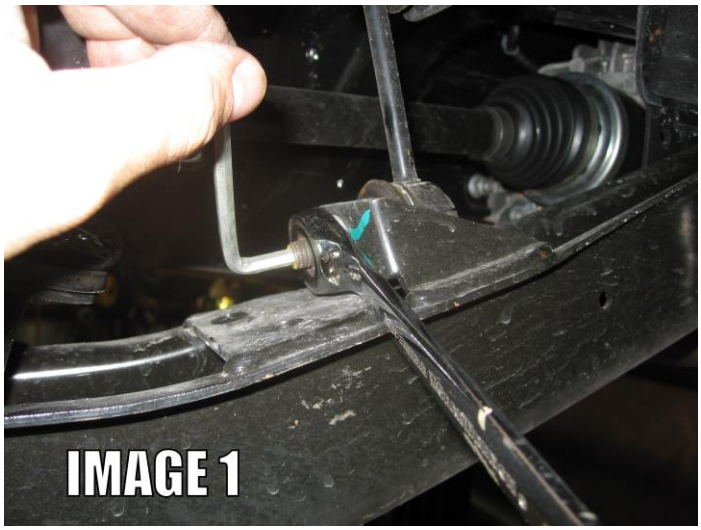
1. Lift the vehicle with a jack and support it with jack stands under the cradle.

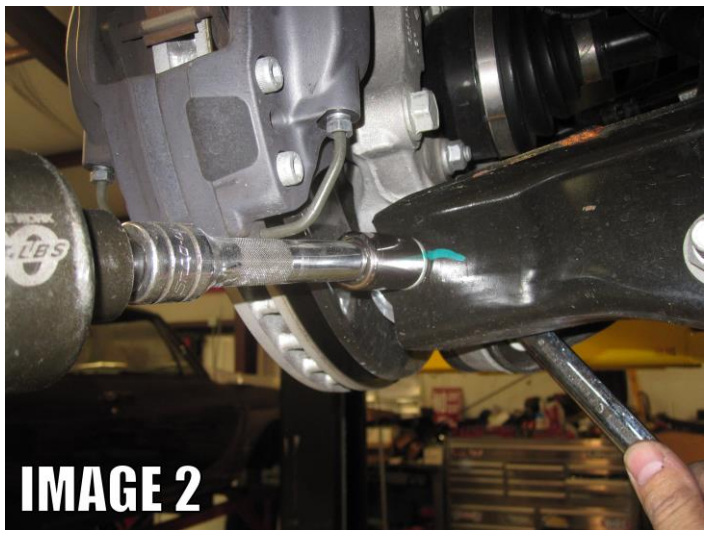
2. Remove the rear wheels/tires.

3. Mark your eccentric bolt using a marker or paint pen to keep your car's factory settings. **IMAGE 0**

4. Using a **15 mm wrench** and a **5 mm Allen wrench**, remove the nut on the sway bar end links as shown in **IMAGE 1**.

5. Using an **18 mm socket** and **18 mm wrench**, remove the outer control arm bolt. **IMAGE 2**



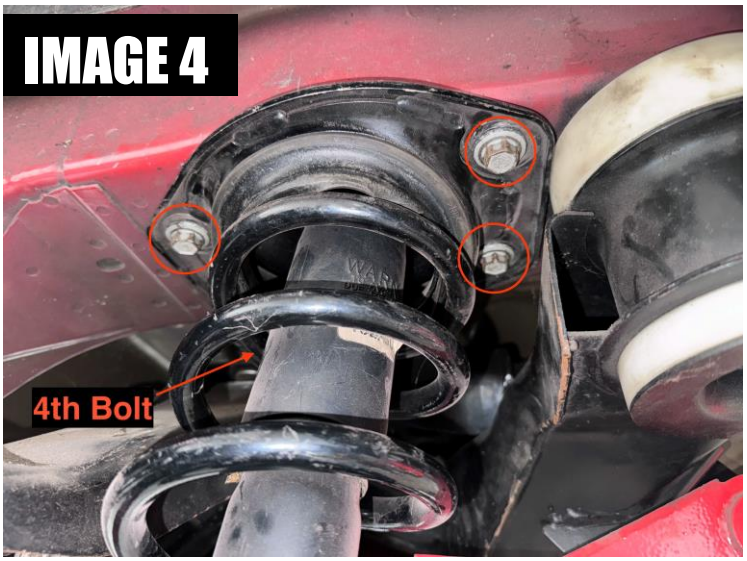


This product is an aftermarket accessory not designed by the vehicle manufacturer for use on this vehicle. As such, the buyer assumes all risk of any damage caused to the vehicle or person during installation or use of this product.

6. Remove the shock cross-bolt using a **21 mm wrench** and **21 mm socket**. **IMAGE 3**

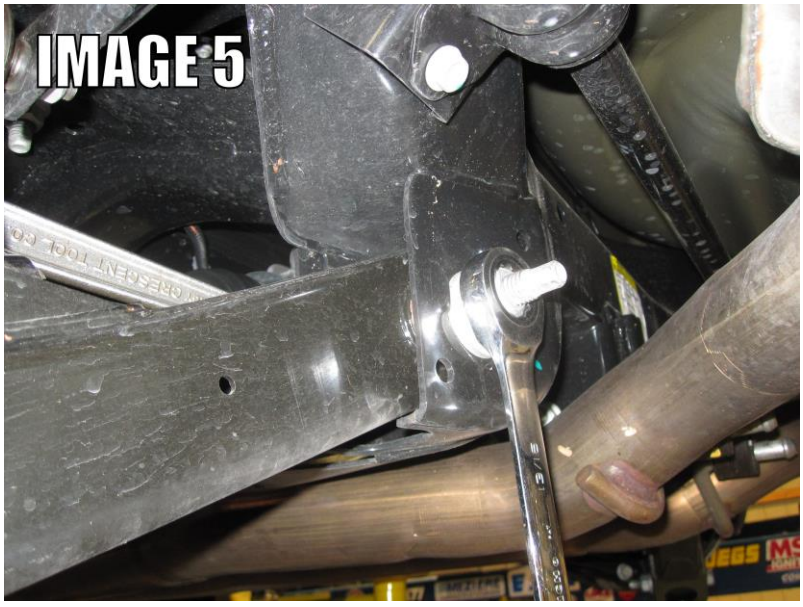
NOTE: While removing the control arm at this point is possible, loosening the (4) upper shock mounts using a **15 mm socket** is easier. This releases the shock tension, and the control arm will come out much easier. **IMAGE 4**





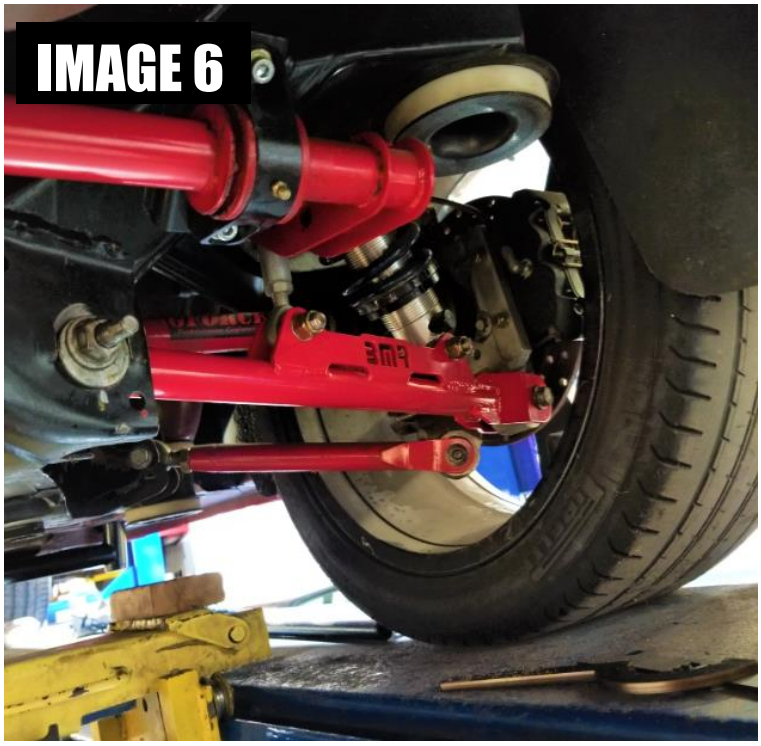
7. Using **(2) 21 mm wrenches**, loosen the chassis side lower control arm bolt. See **IMAGE 5**

8. Remove the OE control arm from the vehicle.



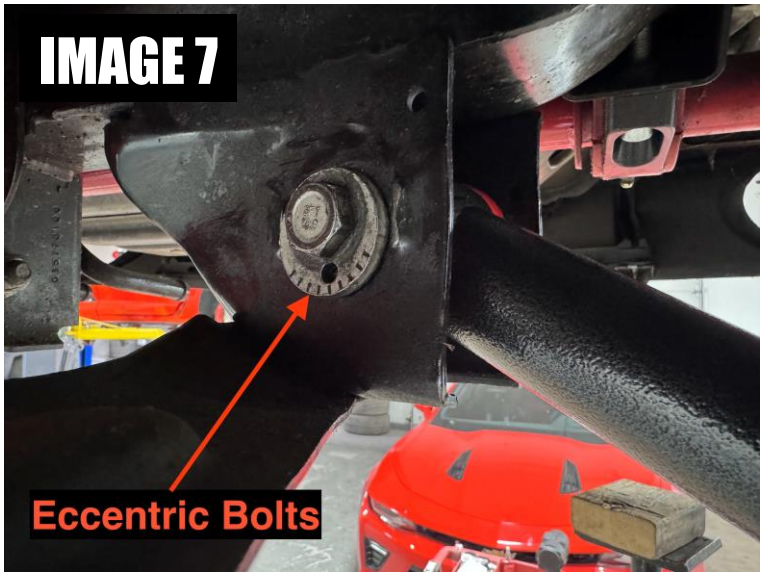
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9. Install the BMR control arm and insert all the appropriate bolts on the inner and outer of the control arm, but do not tighten them yet. **IMAGE 6**



10. Install the lower control arm shock bolt and torque to **148 ft-lbs** using a **21 mm socket.** Then, torque the (4) upper shock mount bolts using a **15 mm socket** to **43 ft-lbs. IMAGE 6 & 4**

11. Using the mark you made before you started, line up the two marks drawn on the chassis and the eccentric bolt. **IMAGE 7 & 0**



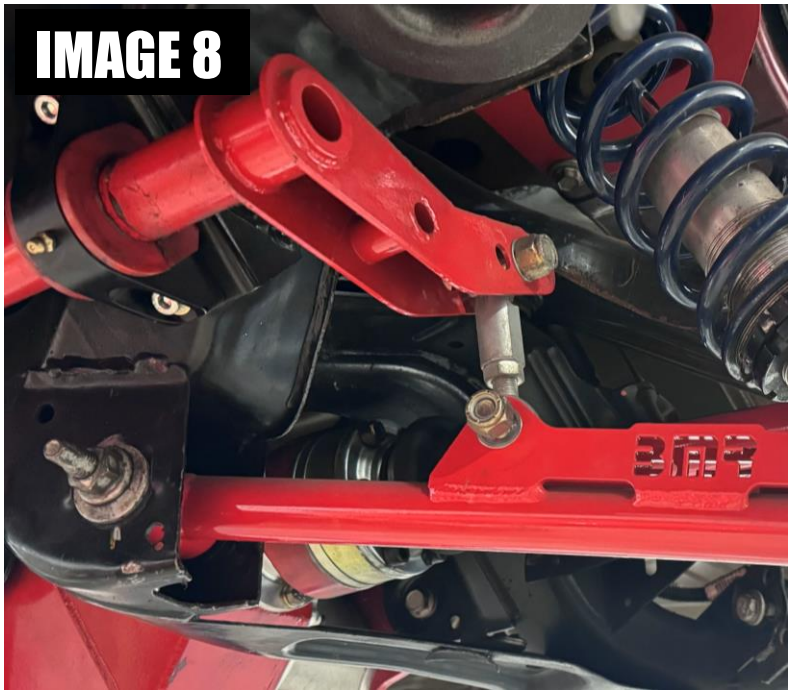
12. Once the marks line up, torque the outer control arm bolt to **93 ft-lbs** using an **18 mm socket** and the inner control arm bolt to **85 ft-lbs** using a **21 mm socket and wrench.**

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13. Install the ½'' end links in the BMR XSB004 - Xtreme Anti-roll Kit into the lower control arm and torque to **90 ft-lbs**. See **IMAGE 8**

14. Raise the car, remove the jack stands, and lower the vehicle.

15. Take the car to a reputable alignment shop for a 4-wheel alignment.



BMR recommends the following alignment specs for drag racing:

STREET/STRIP PERFORMANCE	PRO PERFORMANCE
Front camber: -.2 to -.6 max degrees	Front camber: -.2 to -.6 max degrees
Rear camber: 0 to +.4 degrees	Rear camber: +.4 to +1 degrees
Front toe: -1/16"	Front toe: -1/16"
Rear toe: -1/16"	Rear toe: -1/16"
Front caster: 7 to 8.5 (OE not adjustable)	Front caster: 7 to 8.5 (OE not adjustable)

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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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