RACE LOWER CONTROL ARMS

MTCA030 *– 2010-present Camaro, 2008-2009 Pontiac G8*

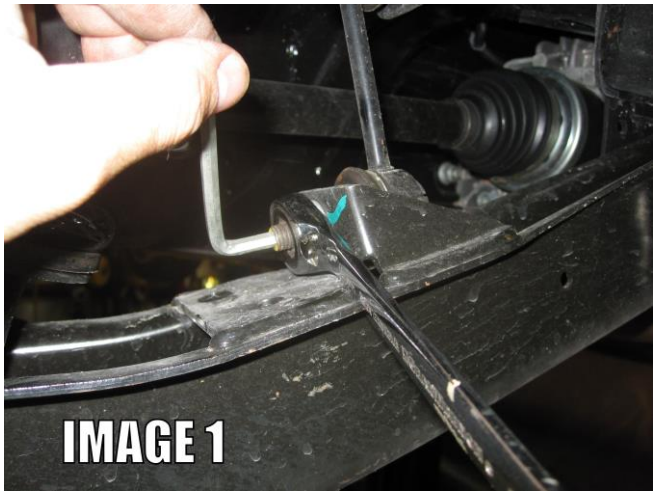
NOTE: This product is designed to work with Strange or comparable coil-over shocks only, OE-type shocks will not work with this product.
NOTE: This product is designed to work with rod end style rear swaybar end links with ½" holes. OE-style end links will not work with this product.

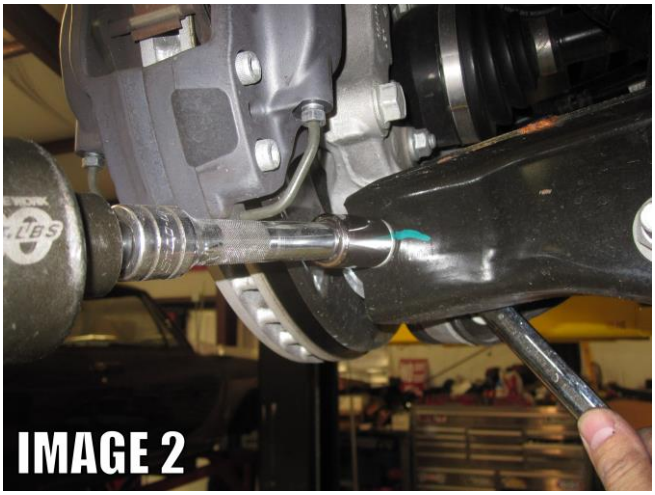
RECOMMENDED TOOLS:

Hydraulic Jack and stands
Wrenches: 15mm, 18mm, 2x-21mm, 5mm Allen wrench
Sockets: 18mm socket, 21mm

INSTALLATION:

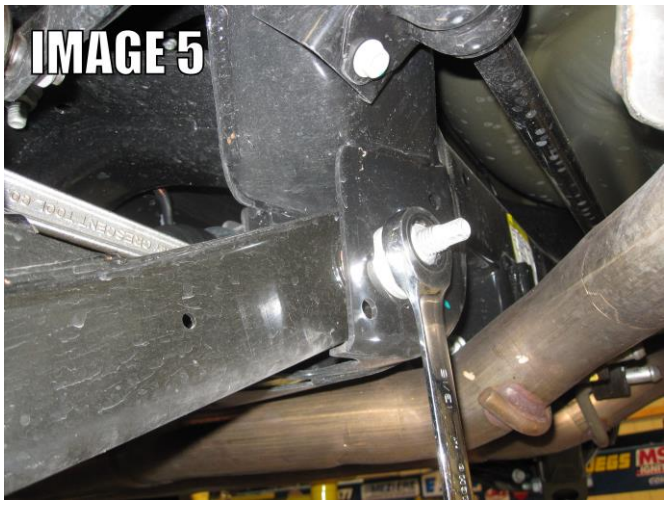
1. Lift vehicle and support with stands under the cradle.
2. Remove the rear wheels/tires.
3. Using a 15mm wrench and a 5mm Allen wrench, remove the nut on the sway bar end links as shown in **Image 1**.
4. Using a 18mm socket and 18mm wrench, remove the outer control arm bolt. (**Image 2**)





5. Using a 21mm wrench and 21mm socket, remove the shock cross-bolt. (**Image 3**)





6. Using (2) 21mm wrenches, remove the inner bolt. (**Image 5** on next page)
7. Remove OE control arm. NOTE: while it is possible to remove the control arm at this point, it is somewhat easier to loosen the (4) upper shock mounts. This allows the shock tension to be released and the control arm comes out much easier.
8. Install the BMR control arm and insert all of the appropriate bolts but do not tighten yet.
9. Load the rear suspension by lowering the car onto ramps or something similar that will allow access to the control arm mounting bolts when the suspension is loaded.
10. Sighting the wheel/tire, adjust the inner control arm bolt until the wheel/tire is as vertical as possible. Use the OE eccentric bolt for this adjustment.
11. Once the adjustments have been made, tighten the outer control arm bolt to 80 ft/lbs. Tighten the shock cross-bolt to 125 ft/lbs. Tighten the inner bolt to 95 ft/lbs.



12. Using a high-quality rod-end style end link such as shown in the image above, insert the supplied bolt, nut and washer then tighten the sway bar end link.
13. Lower vehicle.
14. 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)

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.

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.