Control Arm Installation Instructions

Recommended Tools:

- Jack and jack stands or service lift
- 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

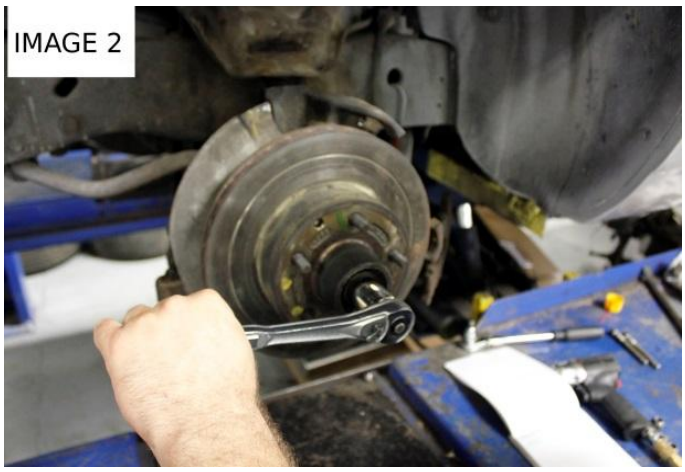
IMAGE 1



Lower Installation:

1. Raise the vehicle using a jack or service lift and make sure the front is safely supported with plenty of clearance for the A arms to be dropped out. Remove front wheels.

IMAGE 2



2. Using a **3/8”** 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.

IMAGE 3



3. Remove the wheel bearing cap with a hammer and drift, remove the cotter pin, and then remove the nut 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**

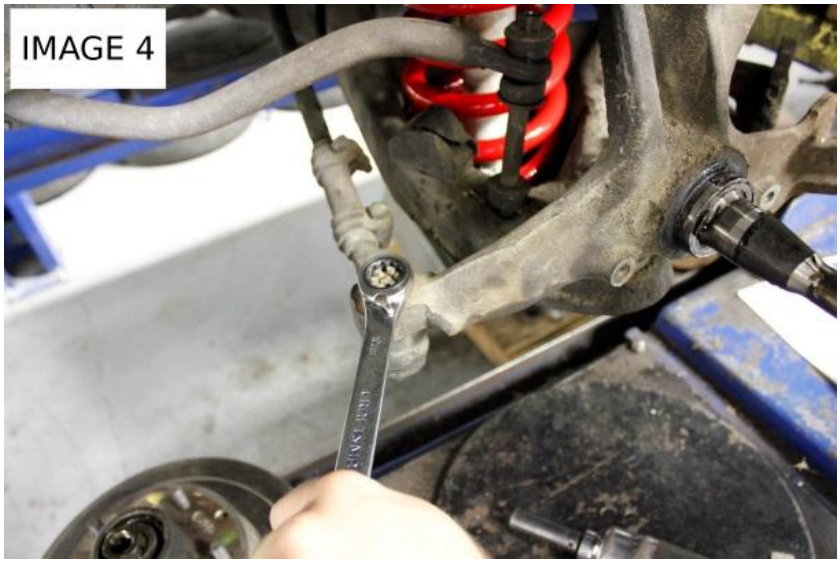
This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, buyer assumes all risk of any damage caused to vehicle/person during installation or use of this product

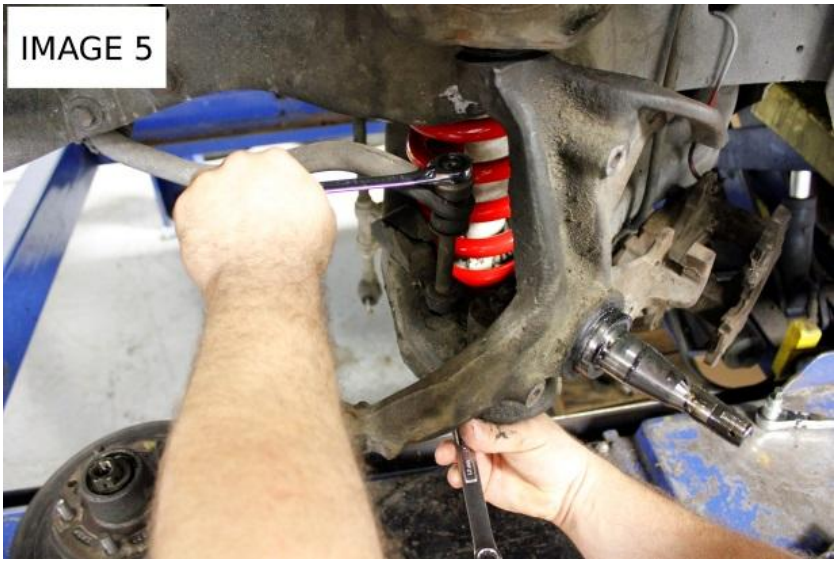
Control Arm Installation Instructions

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

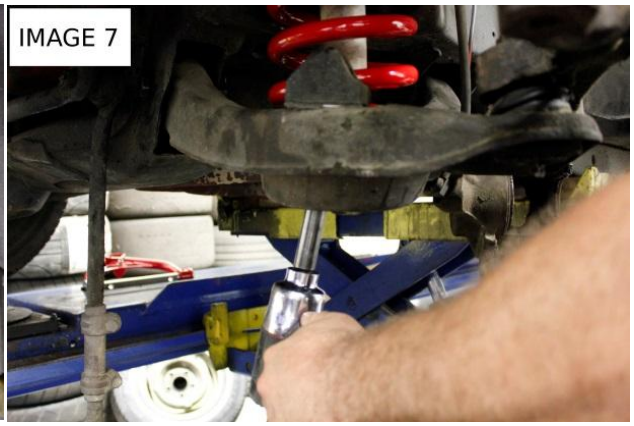
6. Using a **9/16”** socket and wrench, remove the sway bar end link as seen in **IMAGE 5**.

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.









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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 10**

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

IMAGE 8

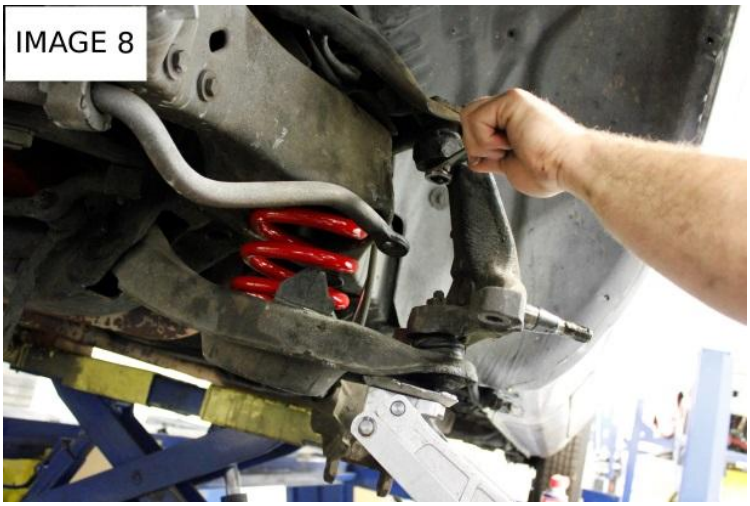


IMAGE 9

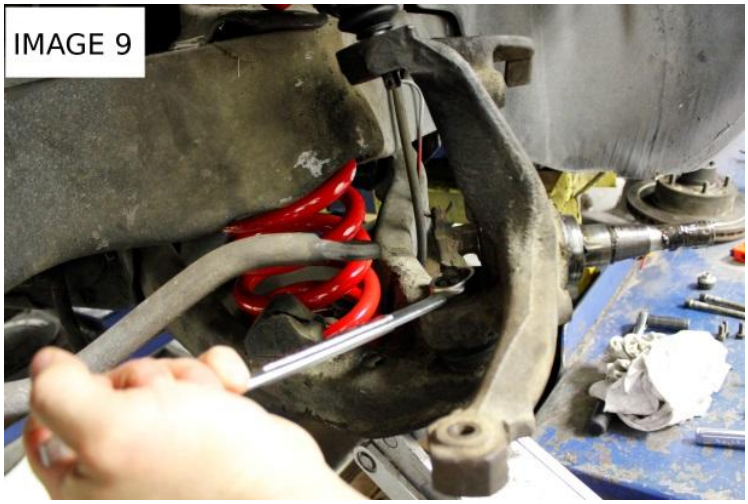


IMAGE 10



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Control Arm Installation Instructions

<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. IMAGE 11

IMAGE 11



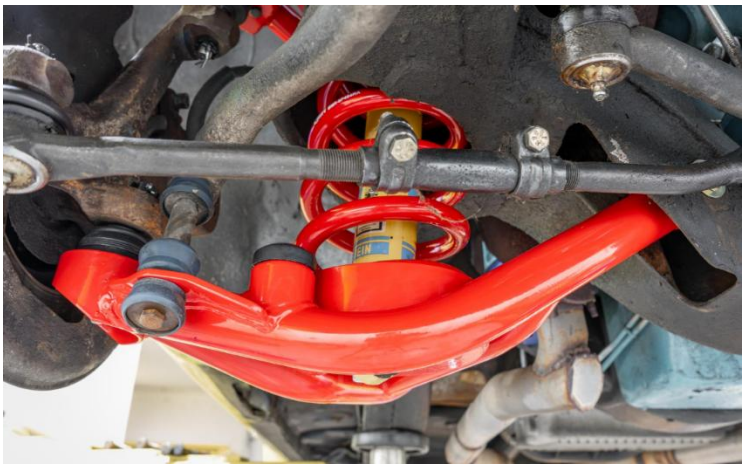
12. Compress the spring with the jack and reinstall spindle, torque nuts to **65 ft lbs**, then reinstall cotter pins. **IMAGE 12**.

13. Reinstall remaining components in reverse order of removal, lower vehicle.

14. It is recommended to have your vehicle professionally aligned after installation.

IMAGE 12





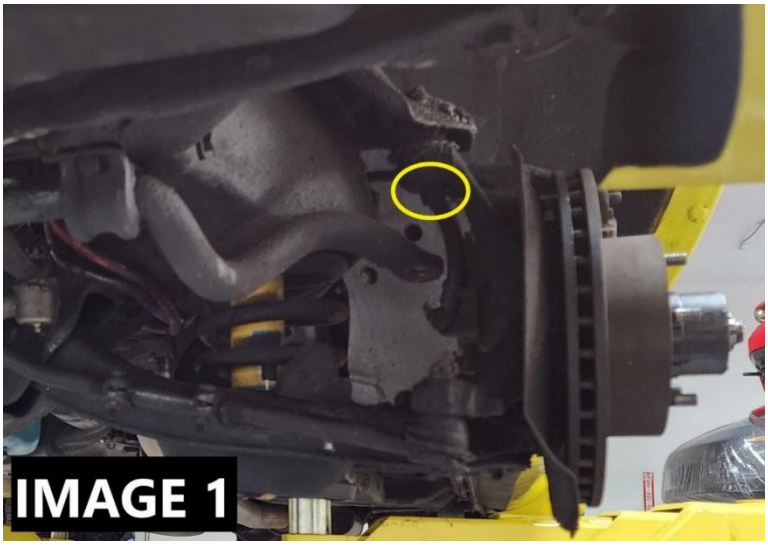
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Control Arm Installation Instructions

Upper Installation:

1. Lift vehicle and support safely with stands under the frame rails. Remove the wheels and tires.

2. Beginning with one side of the vehicle, turn the wheels to allow access to the castle nut on the upper ball joint. **IMAGE 1**



3. Place a floor jack under the lower A-arm and lift slightly to relieve the spring tension from the ball joint.

4. Remove the cotter pin then loosen the castle nut but do not remove it. Using a brass hammer, hit the spindle around the ball joint mounting hole until the ball joint pops loose.

NOTE: A pickle fork may also be used to loosen the ball joint.

5. Remove the castle nut then pivot the A-arm upward until the ball joint comes out of the spindle.

6. Remove the two nuts that attach the A-arm to the sub-frame. Remove the shims located between the A-arm cross-shaft and the sub-frame and set aside in proper order for re-assembly. Slide the A-arm towards the motor until the cross-shaft clears the mounting studs and remove the A-arm.

NOTE: In some instances, aftermarket headers may need to be removed in order to remove and install the upper A-arms.

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Control Arm Installation Instructions





7. Install the BMR upper A-arms over the studs using the original shims. Tighten the nuts. **IMAGE 2**

NOTE: The cross-shaft is offset cut to allow mounting for more positive or negative camber. See **IMAGE 3.** For a pro touring application where more negative camber is needed, use the shallower cut. If the car is lowered and you are trying to reduce the amount of camber, use the deeper cut side.

8. Pivot the A-arm down until the ball joint goes through the spindle. Tighten the castle nut and install a new cotter pin.
9. Repeat steps 2-8 for the other side.
10. Insert 2-3 pumps of grease into each ball joint.
11. 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.

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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Control Arm Installation Instructions

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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