BMR A-ARM INSTALLATION INSTRUCTIONS FOR GENERAL MOTORS G-BODY SUSPENSIONS

NOTE: This installation is recommended for experienced installers only. Improper spring removal techniques can result in serious injury or death. If you are unfamiliar with any portion of this installation, consult a reputable alignment shop.

LOWER A-ARMS

1. Lift vehicle and support with jack stands under the frame locations. Remove wheels and tires.

2. Begin with one side of the vehicle. Remove the two caliper bolts and slide the caliper off the rotor. Leaving the brake line connected, tie the caliper up out of the way using a bungee cord or zip tie.

3. Remove the cotter pin from the outer tie rod end where it attaches to the spindle. Loosen the castle nut and remove it. Using a brass hammer, hit the spindle around the tie rod mounting hole until the tie rod breaks loose. Lower the tie rod out of the way.

4. Loosen the shock upper mounting nut and remove the bushing and washer. Loosen the two lower shock bolts and remove the shock through the bottom of the A-arm.

5. Locate the outer swaybar end link where it attaches to the A-arm. Remove the end link mounting bolts from the A-arm.

NOTE: *An inside spring compressor is the recommended tool for removing coil springs. Disregard steps 6-8 if you are using a spring compressor.*

6. Turn the spindle in one direction to gain access to the castle nut of the lower ball joint. Remove the cotter pin and 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. A pickle fork may also be used for loosening the ball joint.

7. Position a floor jack under the A-arm and lift the A-arm until there is no spring tension on the ball joint. Remove the castle nut.

8. Carefully lower the A-arm as far as it will go. Using a pry-bar, carefully pop the spring out of the spring pocket and set it aside.

9. Loosen and remove both A-arm mounting bolts and remove the lower A-arm.

10. Lightly sand or wire wheel the bushing surfaces inside the frame to remove all dirt and scale. Once cleaned,

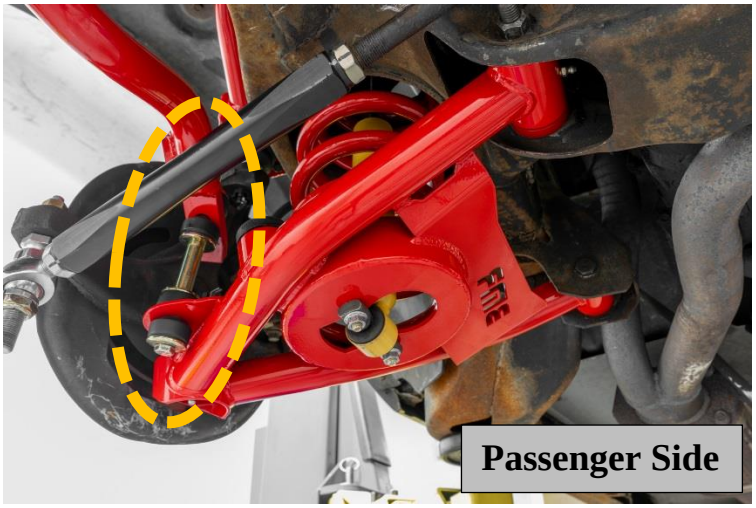


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apply supplied grease to both inner sides of the mounting points.

11. Identify the proper side BMR A-arm replacement by comparing the swaybar and bump- stop locations with the OE arms. Apply grease to the outside mating surfaces of the BMR A-arm bushings but do not fill the grease fittings until the installation is complete. Mount the A-arms to the frame but do not tighten.

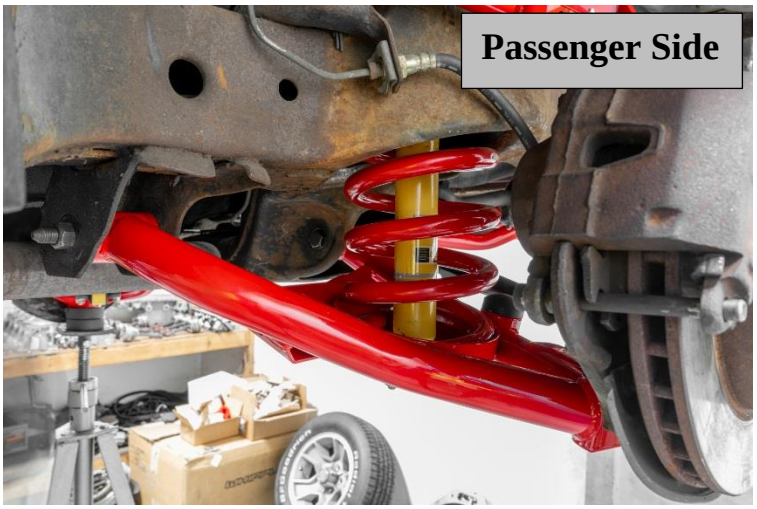


NOTE: *BMR A-arms use polyurethane bushings that are much more resistant to flex than rubber. This resistance may make it necessary to tap the A-arms into place using a rubber mallet.*

12. Disregard this step if using a spring compressor. Swing the A-arm up and position a hydraulic jack underneath the A-arm. Lift the spring up and position it onto the upper spring pocket, allowing the bottom of the spring to rest on the A-arm pocket. Using a long pry-bar, pry the spring until it pops into position in the spring pocket.

NOTE*: It may be necessary to lift the A-arm in order to get the spring pocket at the correct angle for the spring to pop into place.* With the spring in position, the end of the spring should butt up against the stop in the spring cup.

13. Once the spring is seated properly in the cup, carefully lift the A-arm until the ball joint seats into the spindle. Install the castle nut and tighten. Insert a new cotter pin.
14. Re-install shock.
15. Re-connect the outer tie rod end to the spindle. Install a new cotter pin.
16. Re-install the caliper.
17. Repeat steps 2-16 for the other side.



18. To reconnect the swaybar, it is necessary to have the suspension loaded. The simplest way to do this is to drive the vehicle onto ramps. Install the wheels and tires

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19. With the suspension loaded, tighten the lower control arm bushings. *NOTE: the vehicles weight must be on the suspension before tightening the control arm bolts. Failure to do so will result in improper bushing preload causing irregular ride height and accelerated bushing wear.*

20. Re-install the swaybar end links. Tighten the bolt until the bushings just start to bulge.

21. Insert 5-6 pumps of grease into the lower ball joint. Insert 3-4 pumps of grease into each control arm bushing.

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UPPER A-ARMS with OE SPINDLE

1. Lift vehicle and support with jack stands under the frame locations. Remove wheels and tires.

2. Begin with one side of the vehicle. Remove the two caliper bolts and slide the caliper off the rotor. Leaving the brake line connected, tie the caliper up out of the way using a bungee cord or zip tie.

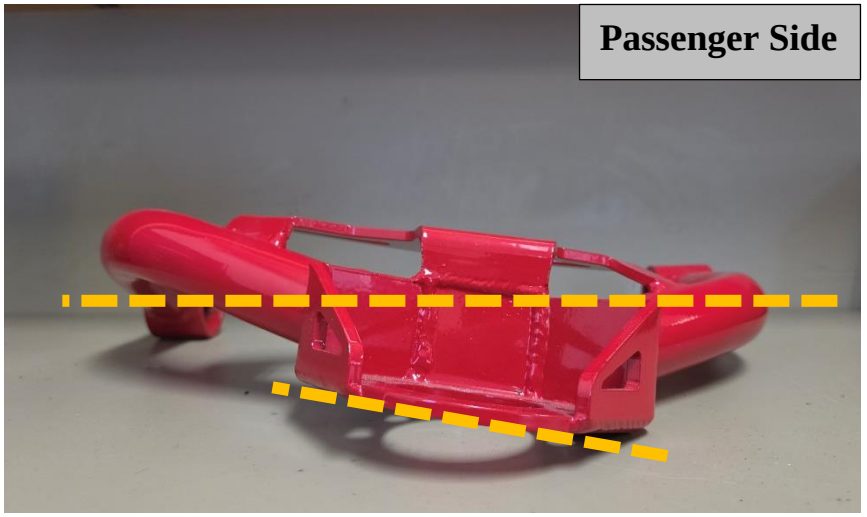
3. Turn the spindle in one direction to gain access to the castle nut of the upper ball joint. Remove the cotter pin and loosen the castle nut but **DO NOT** remove it. Using a brass hammer, hit the spindle around the ball joint mounting hole until the ball joint pops loose. A pickle fork may also be used for loosening the ball joint.

4. Position a floor jack under the lower A-arm and lift the A-arm until there is no spring tension on the ball joint. Remove the castle nut. Pivot the upper A-arm up until the ball joint comes out of the spindle.

5. Remove the two nuts that attach the upper A-arm to the frame. Remove the shims located between the A-arm cross shaft and 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-arm.*

NOTE: *Passenger arm has the ball joint plate tilted back, see photo*



6. Install the BMR upper A-arm over the studs using the original shims. Tighten the nuts.

7. Pivot the A-arm down until the ball joint goes through the spindle. Tighten the castle nut and install a new cotter pin.

8. Re-install the caliper.

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 and tires. Lower vehicle.

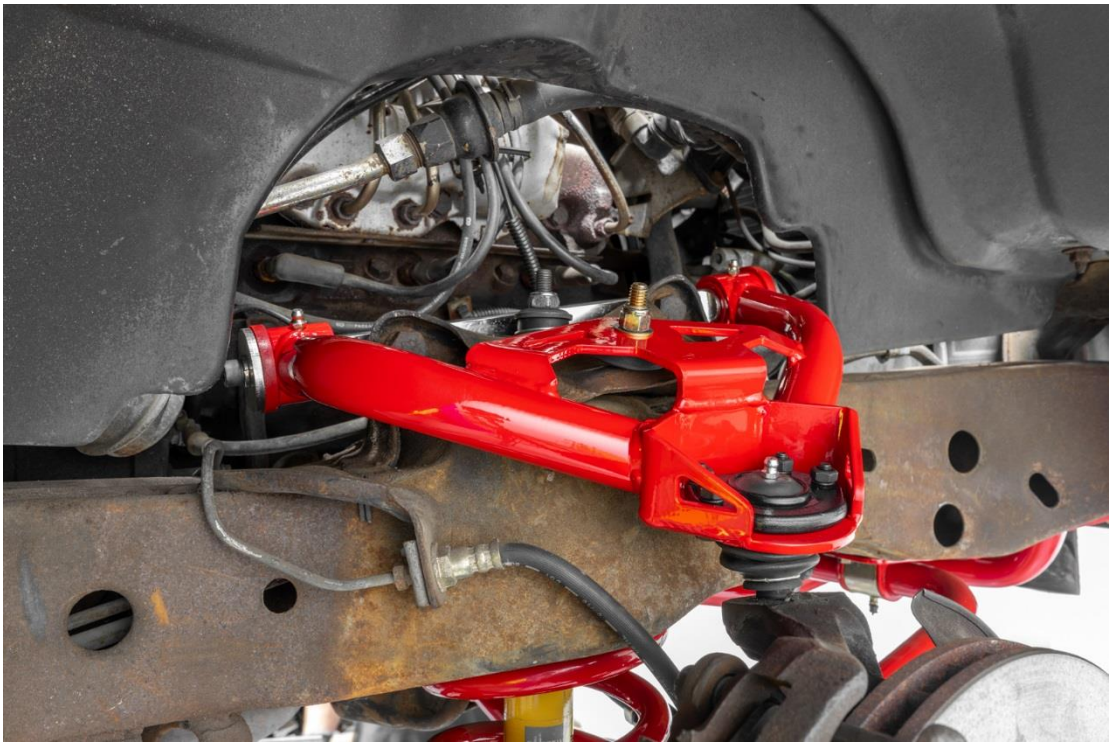
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BMR recommends having the car aligned after the A-arm installation (See recommended alignment settings on Page 3). For optimum life, re-grease the ball joints after 500 miles and then every other oil change. Grease lower A-arm bushings every 5000 miles.





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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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