

Tools required:

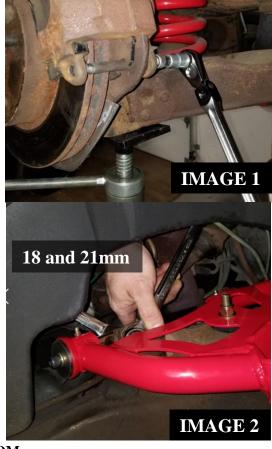
- 3/8" hex key socket
- 18, 21, 22mm and 7/16" wrench

Assembly:

 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 **18 and 21mm 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.



3/8" Hex Key

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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.