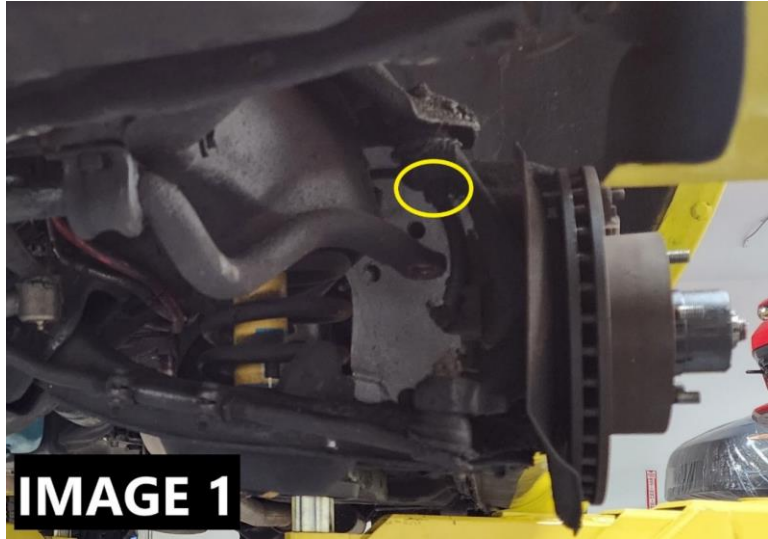


Upper A Arm Installation Instructions

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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Upper A Arm Installation Instructions



IMAGE 2

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

IMAGE 2



IMAGE 3

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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