

# AAU463 A Arm Kit Installation Instructions

## UPPER A ARM ADJUSTMENT INSTRUCTIONS:

Camber adjustment is achievable by adjusting the jam nuts on the rod end. **Moving the jam nuts closer to the cross shaft yields increased negative camber.** Fine tuning of the camber adjustment is possible by reversing the installation direction of the cross shaft. Caster adjustment is achievable by moving the shims on the ends of the cross shaft to the desired side. **Increasing the number of shims on the rear of the shaft yields increased positive caster.** The following images show some (but not all) possible caster/camber configurations.

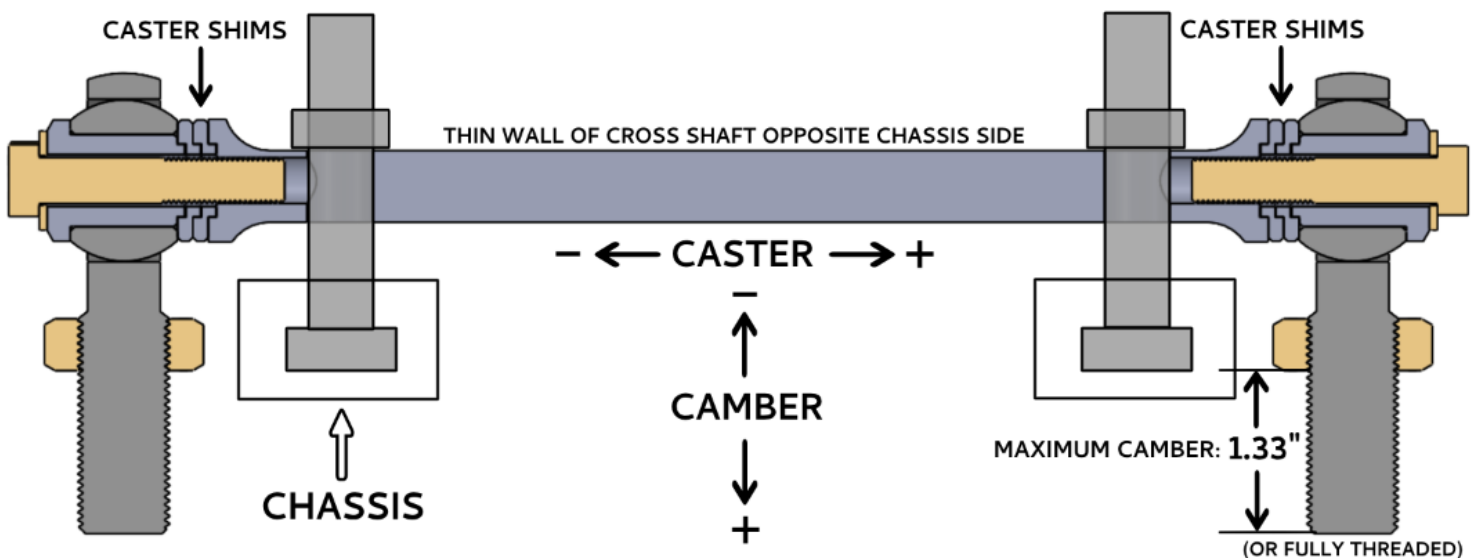
**Important note:** The adjustment configuration that you select during installation should be used only as a “bias” towards the alignment setup that you want for your car. Your final alignment setup will be slightly different and should be fine-tuned at an alignment shop after installation.

**Caster: Neutral**

**Camber: Maximum (Most negative)**

### Notes:

- In this configuration, there are two caster shims on each end of the cross shaft.
- Maximum camber adjustment is achieved when the jam nut is fully threaded to the top of the rod end, or at **1.33”** from the **bottom of the nut** to the **bottom of the rod end**. For additional camber, install the cross shaft with the thin wall opposite the chassis side.



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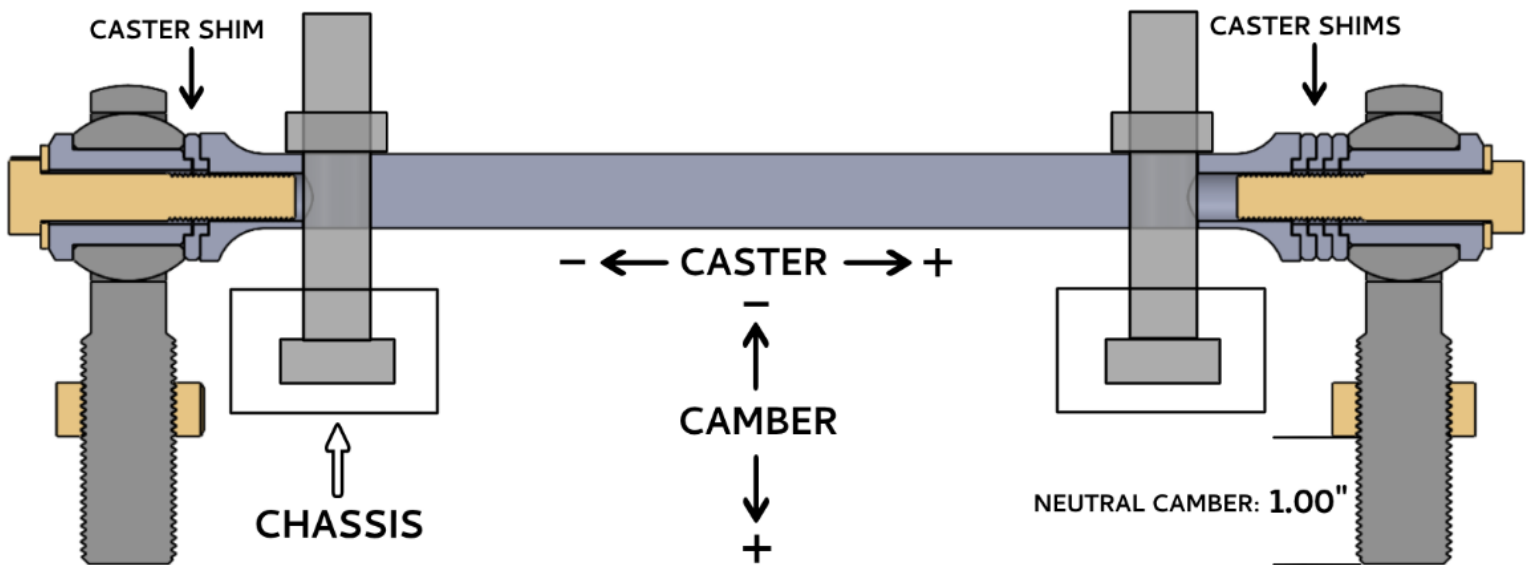
# AAU463 A Arm Kit Installation Instructions

Caster: Positive

Camber: Neutral

**Notes:**

- In this configuration, there are three caster shims on the right of the cross shaft and one caster shim on the left of the cross shaft.
- Neutral camber adjustment is achieved when the bottom of the jam nut is **1.00"** from the **bottom of the nut** to the **bottom of the rod end**.



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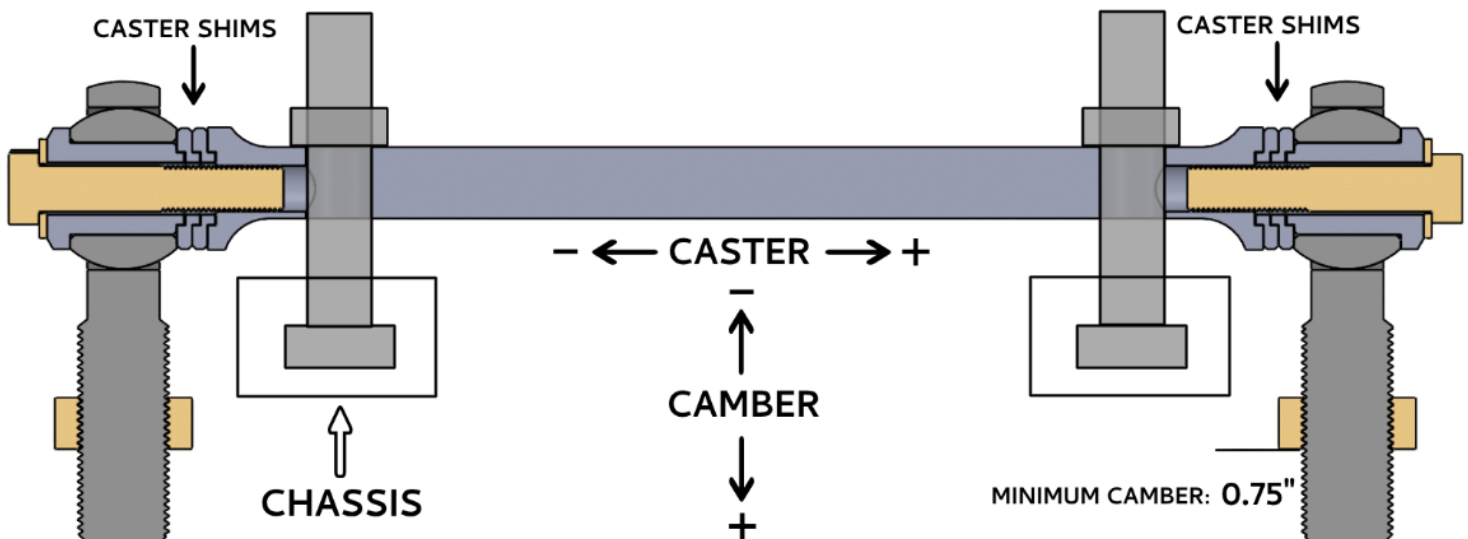
# AAU463 A Arm Kit Installation Instructions

Caster: Neutral

Camber: Minimum (Most positive)

**Notes:**

- In this configuration, there are two caster shims on each end of the cross shaft.
- Minimum camber adjustment is achieved when the bottom of the jam nut is 0.75" from the **bottom of the nut** to the **bottom of the rod end**.
- **FOR SAFETY REASONS, DO NOT INSTALL THE JAM NUT LESS THAN 0.75 INCHES ABOVE THE BOTTOM OF THE ROD END.**



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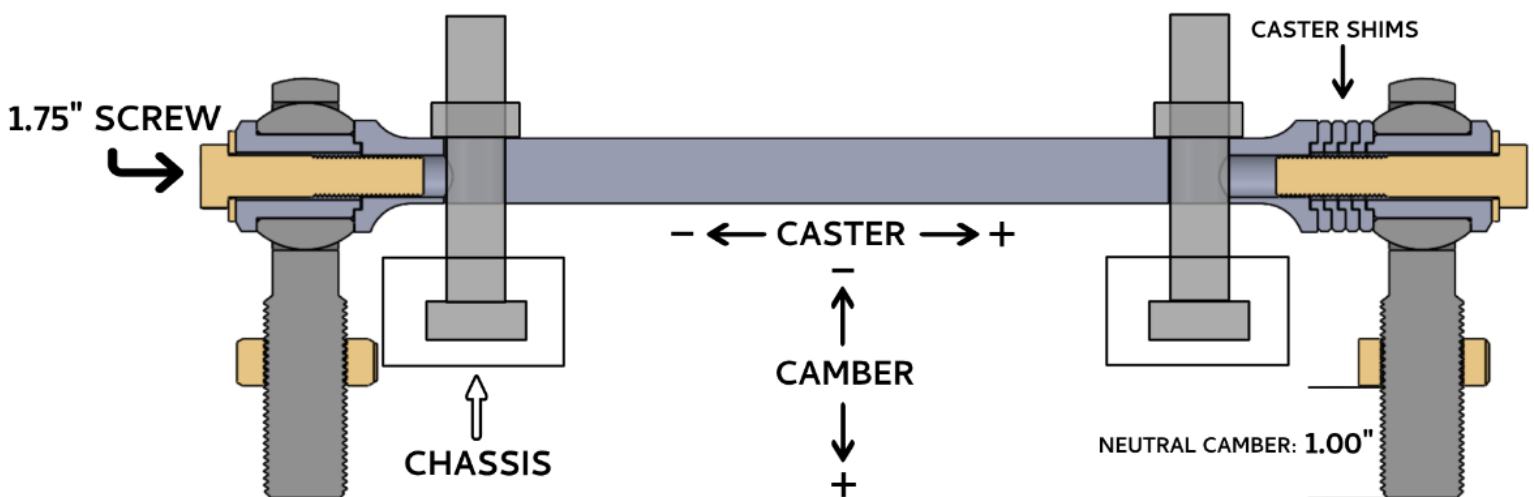
# AAU463 A Arm Kit Installation Instructions

Caster: Maximum (Most positive)

Camber: Neutral

**Notes:**

- In this configuration, there are zero caster shims on the left end of the cross shaft and four caster shims on the right end of the cross shaft.
- To allow clearance for the installation bolt, installation of the included 1.75" yellow zinc plated screw is required.
- Neutral camber adjustment is achieved when the bottom of the jam nut is **1.00"** from the **bottom of the nut** to the **bottom of the rod end**.



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# AAU463 Upper A Arm Installation Instructions

## UPPER A ARM 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.
3. Place a hydraulic 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.

7. Install the BMR upper A-arms over the studs using the original shims. Tighten the nuts.
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. Remove factory bump stop and replace with provided bump stop. Using extensions and a 9/16", torque the bump stop nut to **15 ft lbs** or snug.
10. Repeat steps 2-10 for the other side.
11. Insert 2-3 pumps of grease into each ball joint.

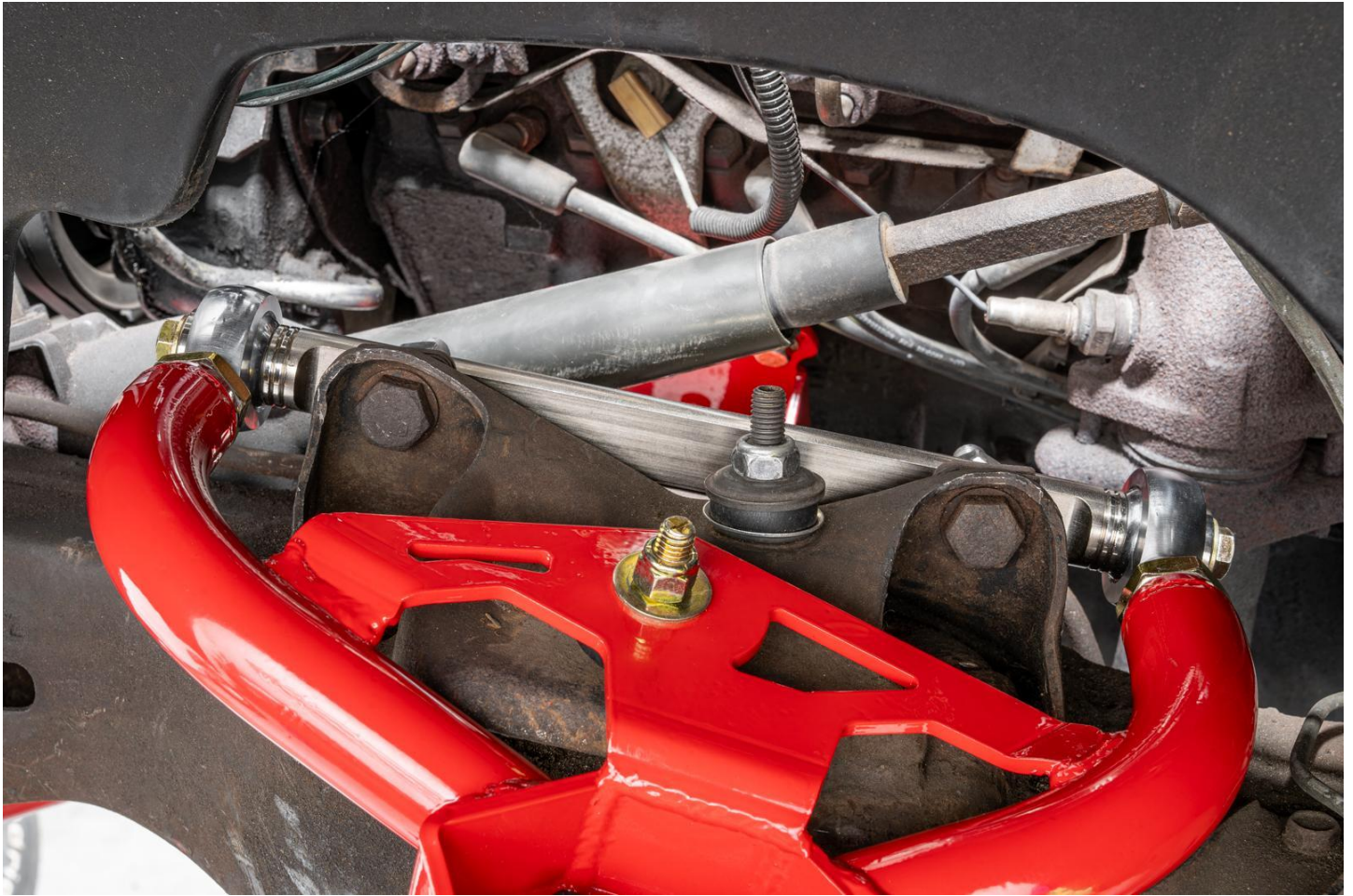
**Please note:** the socket head cap screws in the end of the cross shaft have been torqued by BMR during assembly.

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