



6th Gen Camaro Rear Suspension Kit For 15" Conversion Installation Instructions

TOOLS REQUIRED:

- Hydraulic jack and jack stands
- Wrench and/or ratchet – 18mm, 19mm, 1-1/8", 1-1/4"

NOTE: General Motors Maintenance and Service Manual states that the factory hardware should be replaced. These fasteners are listed as T.A.Y (Torque-Angle-Yield Fasteners) also known as single use or Torque-to-Yield fasteners.

- Trailing Arm, Inner Lower Control Arm Bolt Part # 11610908
- Trailing Arm, Inner Lower Control Arm Nut Part # 11516078 (52ftlbs + 105 degrees)
- Trailing Arm, Outer Lower Control Arm Bolt: Part # 11610908 (74ftlbs + 105 degrees)
- Trailing Arm, Outer Lower Control Arm Nut: Part #11516078
- Adjust Link Bolt, Outer (Outer Toe Rod Bolt): Part # 11609598 (74ftlbs + 105 degrees)
- Adjust Ling Washer, Outer (Outer Toe Rod Washer): Part #11611265
- Inner Bolt: GM Part #11610909 (52ftlbs + 105 degrees)
- Outer Bolt: GM Part #11610908 (52ftlbs + 105 degrees)
- Poly Nuts x 2: GM Part #11516078

TOE ROD INSTALLATION:

1. Lift the rear of the vehicle and safely support on jack stands. Remove both rear wheels.
2. Using two 18mm wrenches, remove the inner bolt on the factory toe rod. Remove the outer bolt with also with an 18mm wrench or socket then remove the toe rod. **(IMAGE 1)**



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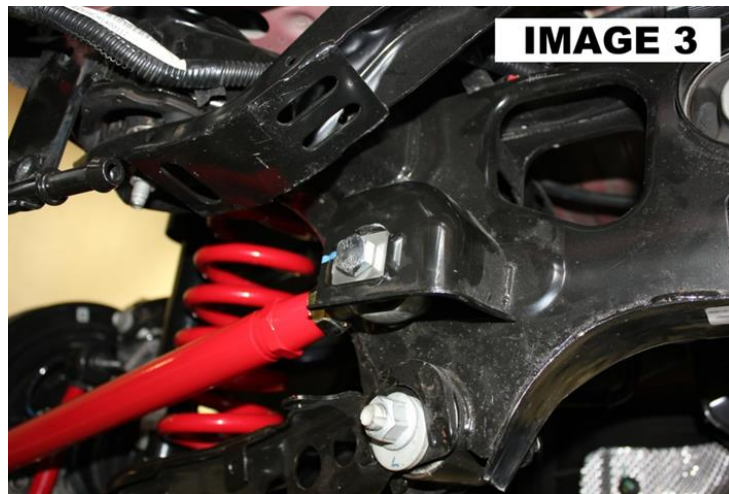


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3. Adjust the BMR toe rod to the approximate length of the factory toe rod as shown in **IMAGE 2**



4. Install the BMR toe rod using the supplied hardware on the inside mount. The square "lockout" washers install on both sides of the inner mount as shown in **IMAGE 3**



5. Tighten the inner bolt 80ftlbs using two 19mm wrenches or a wrench and socket.
6. Tighten the outer bolt to 74 ft lbs plus 105 additional degrees using an 18mm socket or wrench.
7. Re-install the wheels/tires and lower the vehicle.
8. Adjust toe to the desired setting by turning the BMR toe rod left or right. Once set, tighten the jam nuts using a 1-1/8" and 1-1/4" wrench

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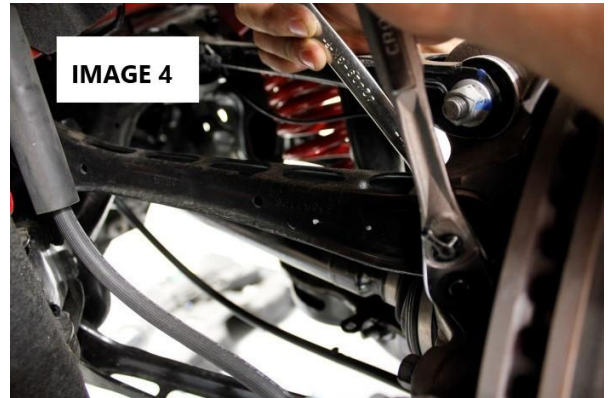
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UPPER TRAILING ARM INSTALLATION

1. Using an 18mm wrench, socket, and ratchet remove the outer nut and bolt as shown in **IMAGE 4**
2. Using the same tools, repeat the process for the inner nut and bolt as shown in **IMAGE 5**
3. Make sure the initial length of this adjustable control arm matches the stock arm, hole-to-hole. Tighten jam nut to 40 ft/lbs. **IMAGE 6**
4. Install the BMR upper trailing arm, bearing end first. If needed, remove one end of the upper control arm to make fitment easier. Leave bolt finger tight.
5. Install outer bolt and nut.
6. Torque the outer and inner bolts to 81 ft/lbs. **IMAGE 7**



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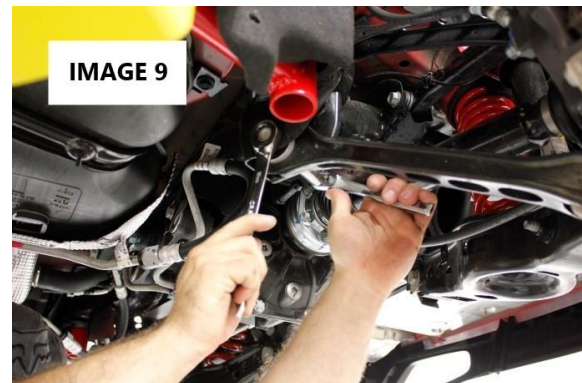
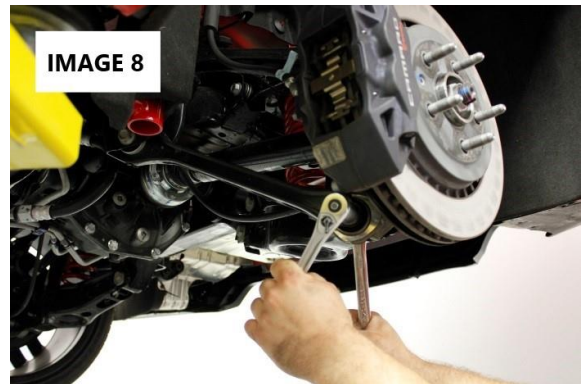
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LOWER TRAILING ARM INSTALLATION

1. Using an 18mm wrench, socket, and ratchet remove the outer nut and bolt as shown in **IMAGE 8**
2. Using the same tools, repeat the process for the inner nut and bolt as shown in **IMAGE 9**
3. Make sure the initial length of this adjustable control arm matches the stock arm, hole-to-hole. Tighten jam nut to 35 ft/lbs. **IMAGE 10**
4. Install the BMR upper control arm, bearing end first. Leave bolt finger tight.
5. Install outer bolt and nut.
6. Torque the outer and inner bolts to 81 ft/lbs. **IMAGE 11**



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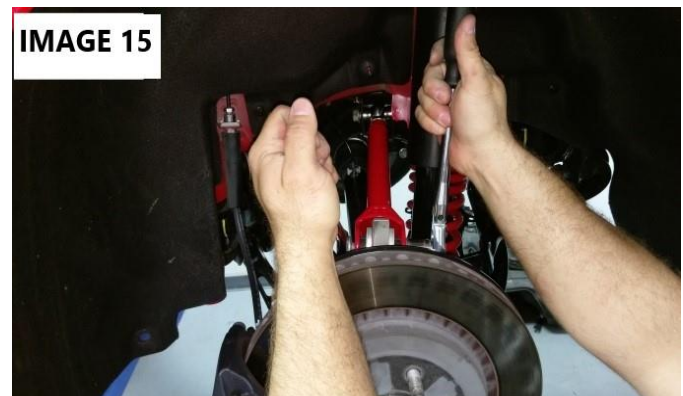
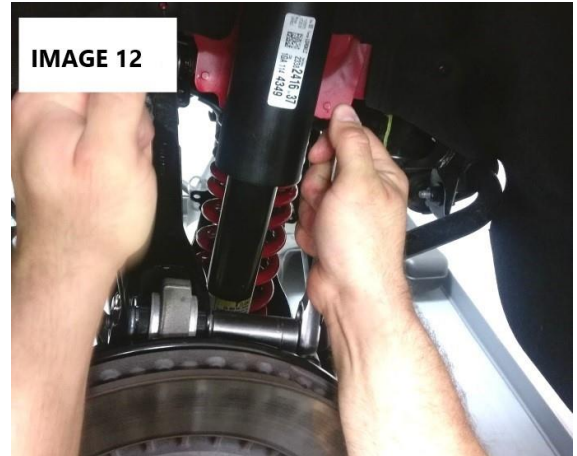
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UPPER CONTROL ARM INSTALLATION

1. Using an 18mm wrench, socket, and ratchet remove the outer nut and bolt as shown in **IMAGE 12**
2. Using the same tools, repeat the process for the inner nut and bolt as shown in **IMAGE 13**
3. Once removed, ensure the length of this adjustable upper control arm matches the stock length hole-to-hole. Tighten jam nut to 45ft/lbs. **IMAGE 14**
4. Install the BMR upper control arm, bearing end first. Re-install inner nut and bolt, leave finger tight.
5. Install outer bolt and nut.
6. Use the torque specs above if you have replaced your hardware, if not torque the outer and inner bolts to 70ftlbs as in **IMAGE 15**



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