



SP027(Front + Rear) SP028(Front) and SP029 (Rear) – Lowering Springs

TOOLS REQUIRED:

- 15mm wrench
- Sockets – 15mm, 18mm, 21mm
- Hydraulic floor jack
- 4 Jack stands
- Pry-bar

REAR SPRING INSTALLATION (SP029):

1. Lift vehicle and support with jack stands under the rocker pinch welds.
2. Using a 15mm socket, remove the quad shock bolts as shown in **IMAGE 1**.
3. Start with the rear. Using a 15mm wrench and an 18mm socket, remove the lower shock bolts as shown in **IMAGE 2** then allow the rear end to lower until the springs are loose.



4. Remove the springs. (**IMAGE 3**)
5. Remove the rubber upper spring sleeve from the OE springs and place it over the BMR spring as shown in **IMAGE 4**.



6. Install the BMR springs making sure the springs are properly on their seats. Make sure to use the lower spring isolator on the control arms.

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7. Lift the rear and re-connect the shocks. Tighten the bolts.
8. Re-connect the quad shocks and tighten the bolts.

FRONT SPRING INSTALLATION (SP028):

9. Proceed to the front of the vehicle and remove the front wheels/tires.



10. Using a 15mm wrench and socket, remove the sway bar end links. (IMAGE 5)
11. Remove the brake lines from their clips as shown in IMAGE 6.
12. Using a 15mm socket, remove the caliper bolts. Hang the caliper out of the way using a clothes hanger or wire. (IMAGE 7)
13. Remove the brake rotor to provide access to the lower A-arm.
14. Place a jack under the lower A-arm.
15. Using 21mm socket, loosen the upper strut nut then lower the A-arm with the jack, far enough to remove the spring. (IMAGE 8)

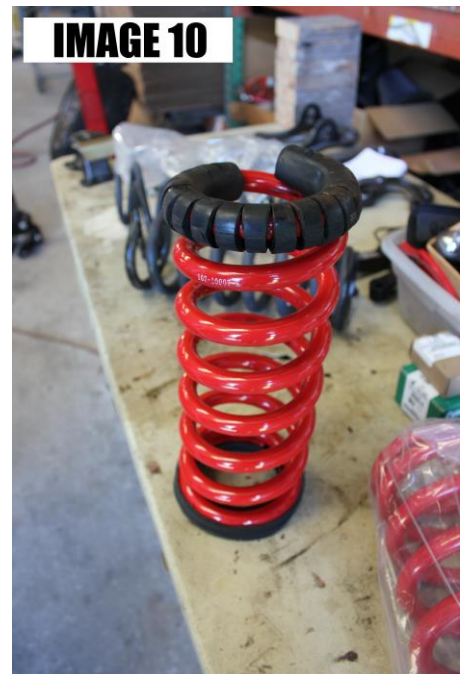


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16. If there is still tension on the spring, use a pry-bar and carefully pop the spring out of its seat (**IMAGE 9** on following page). You can use another prybar or a ratchet extension to trap the spring to prevent explosive decompression.
 17. Swap the isolator bushings from the OE springs to the BMR springs. (**IMAGE 10** on following page)
 18. Install the BMR springs and lift the lower A-arm while guiding the strut through the opening of the strut tower. Once the stud protrudes through the top of the tower, thread the nut onto it and torque to **75ftlbs.**
 19. Re-install the brake rotor and caliper. Tighten the caliper bolts to **65 ftlbs.**
 20. Re-connect the brake lines to the clips on the spindle and frame.
 21. Re-connect the sway bar end links and tighten.
 22. Install the wheels/tires and lower vehicle.
 23. Drive the car 10-15 miles to settle the springs.
- Lowering the car will create negative camber in the front of the vehicle. It is important to get the car to an alignment shop as soon as possible to prevent irregular tire wear.



Align the vehicle to the following BMR recommended specifications:

CAMBER: -1 to -1.25 degrees
CASTER: 3 to 4 degrees
TOE: 1/16" to 3/32" toe-in

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