

## 4 POINT STRUT TOWER BRACE

STB014 – 2010 Camaro

### RECOMMENDED TOOLS:

Hydraulic Jack and stands  
Sockets: 22mm, 24mm, ½” deep  
Wrenches: ½”, 9/16”  
Drill with 5/16” drill bit

**NOTE:** While this installation does require separating the upper strut mount from the body, the strut mount is self-aligning and there is no need for a wheel alignment after the installation. Additionally the strut and spring remain assembled so there is no need for a spring compressor or any other specialty tools typically needed for strut removal.

### INSTALLATION:

1. Using a 24mm socket, remove the nut and strut retainers located on the strut towers. See **Image 1 and 2**. NOTE: this nut does not retain the spring and can be removed without the risk of
2. Lift the front of the vehicle and allow the wheels to hang freely. Support the vehicle on jack stands. The struts should “pop” out of the strut tower, allowing sufficient workspace to modify the strut towers. **NOTE:** if the struts do not fall out of the tower, pull down on the wheel/tire until the strut assembly falls down. See **Image 3**.



3. Position the strut tower brace onto the strut towers, centering the circular rings of the BMR brace to the top of the strut towers on the car. Clamp the brace into place using vise grips or c-clamps. See **Image 4**.
4. Using a 5/16” drill bit, drill all (8) holes using the brace itself as a drill guide.



5. Remove the brace and de-burr the mounting holes.

## 4 POINT STRUT TOWER BRACE (Cont.)

STB014 – 2010-present Camaro

6. Insert the provided  $5/16'' \times 3/4''$  bolts up through the bottom of the strut tower then thread a stainless washer and acorn nut onto each bolt. Using two  $1/2''$  wrenches, tighten all (8) bolts. See **Image 5**.



7. Lower vehicle, allowing the struts to return to their original position. It may require the help of another person to guide the strut mount up into the strut tower while the car is being lowered.
8. Place (1) of the provided  $1/2''$  flat washers onto the stud of each strut.



9. Install the provided billet strut retainer and the new provided 14mm jam-nut.
10. To prevent the billet strut tower retainer from turning when tightening the strut shaft nut, wrap a  $1/2''$  deep socket with tape and hold it on one of the mounting nuts. Tighten the strut retainer nut to 52 ft/lbs. See **Image 6**.
11. Using a 10mm socket, remove the (2) forward bolts on each front fender as shown in **Image 7**.
12. Position the supplied aluminum spacers over the holes as shown in **Image 8**. The taller spacer goes over the rear hole.
13. Position the supplied BMR fender mount onto the fender as shown in **Image 9**, insert the supplied 6mm x 25mm bolts with  $1/4''$  washers, then finger tighten only.
14. Place one of the 4 point braces into position by sliding the clevis mount over the tab on the strut tower brace until the hole lines up. The non-adjustable clevis end attaches to the



## 4 POINT STRUT TOWER BRACE (Cont.)

STB014 – 2010-present Camaro

strut tower brace. Insert the provided 3/8" x 1" bolt but do not tighten. *NOTE: Each side is specific and will only fit the intended side.* Adjust the rod end on the other end by turning right or left until the correct length is achieved to line up with the fender mount.

15. The rod end attaches to the bottom side of the bracket as shown in **Image 9** on the previous page. The spacer side of the rod end points downward. Once the holes are aligned, insert one of the provided 3/8" x 1.75" bolts.
16. Repeat steps 14-15 for the other side.
17. Once all bolts are in position, tighten the fender bolts and 4 point braces.



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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.*