



B-BODY CONTROL ARM INSTALLATION

Part #'s - TCA007, TCA009, ACA003, UTCA001, UTCA002, UTCA002-1, UTCA003

NOTE: When performing this installation it is recommended to do one side at a time. Removing both lower control arms at the same time allows the rearend to move making re-installation more difficult.

LOWER CONTROL ARMS

Installation:

1. Lift vehicle and support with jack stands under the frame rails.
2. Using a 19mm wrench, remove all 4 sway bar bolts and remove the sway bar.
3. Using two 21mm wrenches, remove both bolts from one control arm and remove the arm.
4. Clean and lube the bushing mounting surfaces in the frame. Using a silicone based polyurethane lube, lube the outside of the polyurethane bushings and install the new control arm. Do not tighten bolts. Repeat this step for the other side.
5. Once both new control arms are installed and bolts are finger tight, load the rear suspension by placing the jack stands under the axle. *NOTE: This step is required to properly load the bushings before tightening the mounting bolts. NOTE: tightening the control arm bolts with the rear end hanging results in bushing preload and can cause irregular ride height and premature bushing wear.*
6. Tighten bolts to 95 ft/lbs.
7. Re-install the swaybar and lower the vehicle.
8. Using a grease gun with a silicone based polyurethane lube, lube each grease fitting with 1-2 pumps. For maximum longevity, re-grease at 500 miles and then every other oil change.
9. Lower vehicle.

UPPER CONTROL ARMS

Installation:

1. Lift vehicle and support with jack stands under the frame rails.
2. Using a 19mm wrench, unbolt both bottom shock mounts. Using a jack, lower the rear end being careful not to damage the rubber brake line.
3. Using a 10mm wrench, remove the differential vent line bracket that attaches to the upper left control arm.
4. Using two 21mm wrenches, remove the front bolts on the upper control arms. Using two 18mm wrenches, remove the rear control arm bolts. Remove both control arms.
5. If you are using new polyurethane differential bushings, spray the factory bushings with penetrating oil and drive them out with a hammer or air punch (Some cars may require professional installation for this bushing but most will come out with a little patience). Once the bushings are out, clean and lube the bushing holes and drive the new bushings into place. Grease the outer mounting surfaces of the bushings.
6. Install the new upper control arms and leave the bolts finger tight. If using the adjustable control arms, adjust them to the factory length, using the factory control arms as a guide. Once adjusted to the proper length, tighten the adjuster jam nuts. *NOTE: Loctite blue is recommended to prevent the jam-nuts from loosening. Loose jam-nuts can cause automatic adjustment and will also wear out the threads on the adjuster and the threaded inserts.*
7. Lift rear end, attach lower shock bolts and tighten.
8. Support the car by the rear end to properly load the bushings and tighten all bolts. *NOTE: tightening the control arm bolts with the rear end hanging results in bushing preload and can cause irregular ride height and premature bushing wear.*
9. Torque the front bolts to 95 ft./lbs. and the rear to 80 ft./lbs.
10. Using a grease gun with a silicone based polyurethane lube, lube each grease fitting with 1-2 pumps. For maximum longevity, re-grease at 500 miles and then every other oil change.
11. Lower vehicle.

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