



WL002 INSTALLATION INSTRUCTIONS

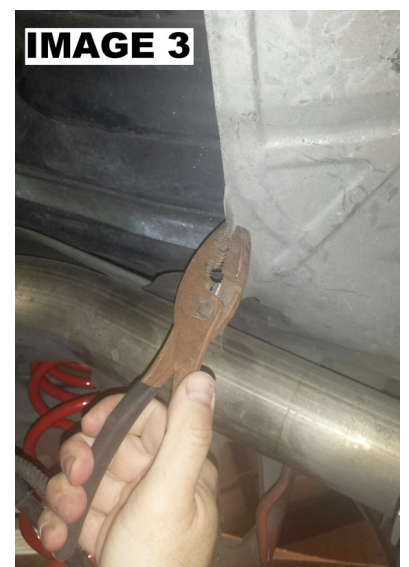
1993-2002 Camaro, Firebird

TOOLS REQUIRED:

- Hydraulic jack and stands or service lift
- Die grinder with cutoff wheel or similar cutting tool (See Step 10 below)
- Tin snips
- Wrenches and sockets: 7mm, 13mm, 15mm, 18mm, 21mm, 9/16", 3/4", 15/16"

INSTALLATION:

1. Lift vehicle and safely support with jack stands under the frame rails.
2. Position the jack under the center of the axle once the car is secure.
3. Using an 18mm and 21mm wrench, remove the factory panhard rod.
4. Locate the heat shield directly over the muffler. There are two small screws that connect the heat shield to the upper panhard rod support. Using a 7mm wrench or socket, remove these screws as shown in **IMAGE 1**.
5. Remove the upper panhard rod support bolt on the passenger side using an 18mm and 21mm wrench. Due to rearend/spring interference, you may need to lift or lower the rear end in order to get the bolt all the way out.
6. Using a 15mm socket, remove the (3) bolts on the drivers' side that connect the upper panhard rod support to the frame rail. Remove the upper panhard rod support.
7. Using the 7mm socket, remove the remaining 3 screws that retain the heat shield to the floor. Remove the heat shield by sliding out the rear.
8. Install the BMR upper cross-member and supplied spacer where the upper panhard rod support was bolted. Slight bending of the heat shield may be necessary to provide the proper clearance for the cross-member (**IMAGE 3**). Use the factory mounting hardware to install the cross-member. Torque the smaller driver's side bolts to 47 ft/lbs. and the passenger side bolts to 83 ft/lbs.
9. Loosen the sway-bar mounting brackets using a 13mm deep socket.





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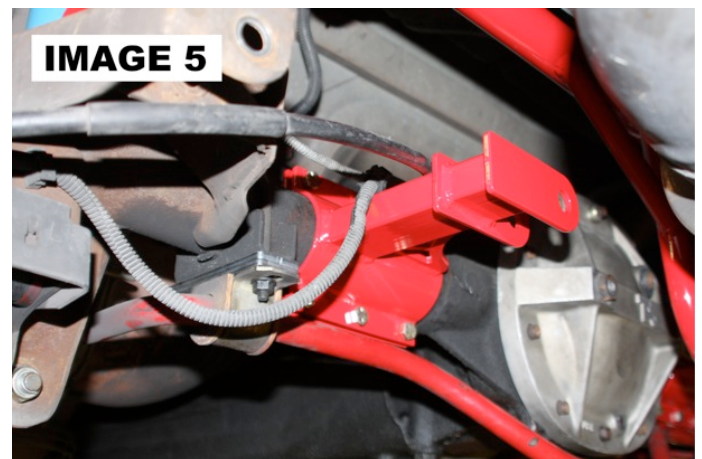
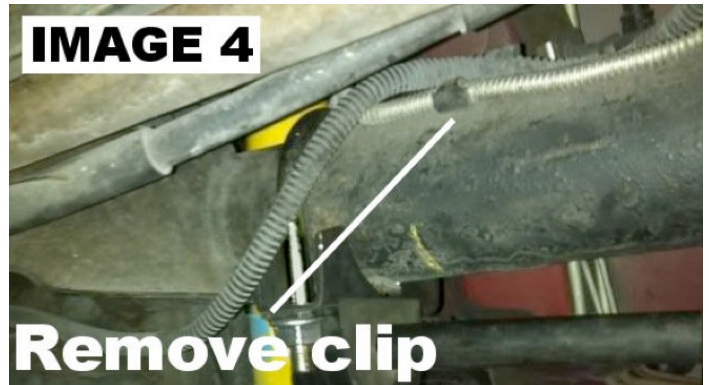
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10. Position the supplied aluminum sway-bar spacers between the mounting bushing and the clamp then re-tighten the clamps, spacing the sway-bar down ½”.
11. Locate the steel clips that attach the steel brake lines to the top of the rear end. There is one on each side located just inboard of the sway-bar mounting brackets on top of the axle tubes (**IMAGE 4**). These tabs are spot welded to the rear end and need to be cut off in order to attach the Watts Linkage axle clamps. Using a grinder, Dremel, or similar tool, cut the tabs off and grind the area smooth. Paint if desired.
12. In this step we will install the Watts Linkage axle clamps/mounting brackets. There is a left-hand and right-hand clamp. The longer clamp

is designed for the passenger side and the shorter for the driver side. Clamp them around the axle as shown in **IMAGE 5** on the next page, leaving the bolts loose enough to allow the bracket to rotate on the axle housing yet with enough tension to hold itself in place.

NOTE: In order to mount the brackets to the rear end, it is necessary to bend the brake lines up out of the way. Once the installation is complete, the lines can be re-positioned over the axle clamps.

NOTE: BMR provides provisions for stock 2.75” diameter and aftermarket 3” axles. If you have the stock axle, use the provided 2.75” ID axle shims inside the axle clamps. If you have an aftermarket 3” diameter axle housing, leave these shims out when installing the axle clamps.





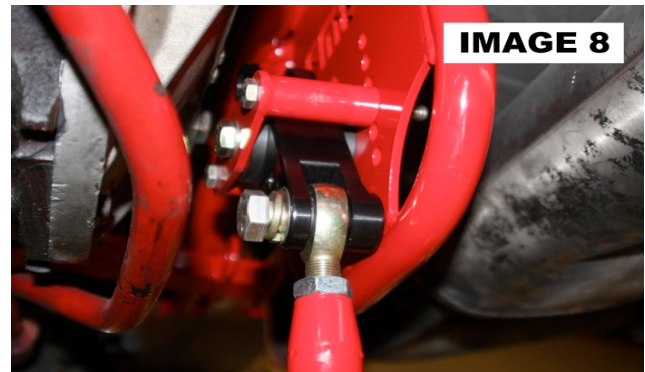
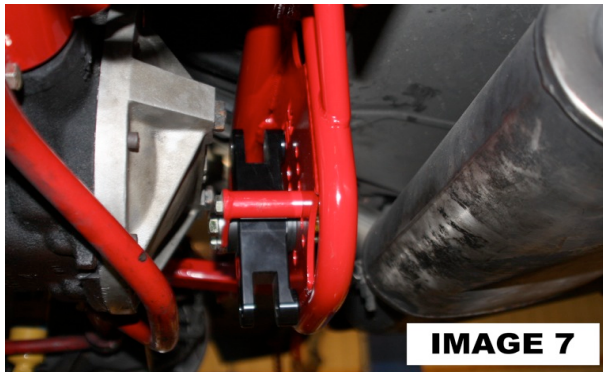
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13. Now mount the Watts Link Pivot to one of the holes on the mounting plate. **NOTE:** Depending on your rear end cover, it may be necessary to unbolt the shocks so you can lower the rear end enough for proper bolt access when attaching the Watts pivot to the cross-member. For the center bolt, use the provided $\frac{1}{2}$ " x 4" bolt with a $\frac{1}{2}$ " flat washer under the nut. On the outer bolts, use the provided $\frac{3}{8}$ " x 3.75" bolts with a flat washer under the nut also. Use the provided spacers between the Watts link and the mount to get the proper link angles. Ride height and various other factors will determine the optimal mounting position but a good place to start on a slightly lowered car is the middle hole. See **IMAGES 6 and 7** for reference.



14. It is not necessary to torque this hardware. To prevent pre-load on the bushing, tighten the bolts until the pivot just begins to bind the bushing. As the bushings wear in, these bolts can be tightened further.
15. Install the Watts link arms into the center pivot using the $\frac{5}{8}$ " x 2" bolts, stainless finish washers, and



lock washers as shown in **IMAGE 8**. Tighten the $\frac{5}{8}$ " bolt using a $\frac{15}{16}$ " wrench or socket until the lock washer is flattened (it is not necessary to torque this bolt with the use of a lock washer).

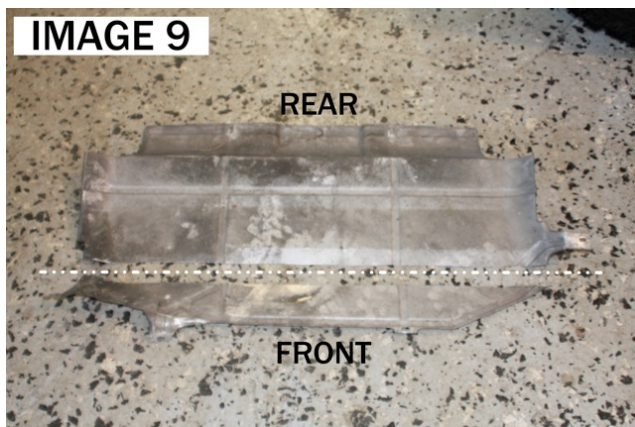
16. Lift the rear end up to the vehicle's standard ride height. Mount the top Watts linkage to the drivers' side mount using the provided $\frac{5}{8}$ " x 2.75" bolt, nut, and stainless finish washer (under the nut), with a $\frac{5}{8}$ " spacer on each side of the rod end. Rotate the axle clamp until the Watts Linkage is approximately horizontal then adjust the rod ends until the center Watts Link pivot is approximately vertical.
17. Tighten the axle clamp until all 6 bolts are tight.
18. Mount the other Watts linkage to the other mount, adjusting the clamp and rod ends as necessary. The linkage should be close to horizontal when the clamp is rotated properly. **NOTE:** Keep the links as close to the same length as possible.



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19. Before tightening the jam nuts on the linkages, use a plumb bob or level to verify that the rear end is centered in the body. This may be accomplished by measuring the wheel's position in reference to the wheel-well and comparing sides. If the rear-end is not centered, adjust the links to shift the body in the direction needed. For instance, if the rear-end is offset towards the drivers' side $\frac{1}{4}$ ", shorten the drivers' side link $\frac{1}{8}$ " and lengthen the passenger side $\frac{1}{8}$ ".
20. Once centered, tighten the jam nuts on the linkages using a $\frac{15}{16}$ " wrench.
21. Bend the brake lines back down and secure them to the axles with zip ties.
22. To re-install the factory heat shield it is necessary to modify it for clearance. This can be accomplished multiple ways but essentially the front 3-3.5" must be removed to clear the upper cross-member. See **IMAGE 9** for reference of this modification. **NOTE:** *This modification eliminates the passenger side front mounting hole, leaving only (2) rear screw holes and (1) driver side front screw hole. It will be necessary to create a new way of mounting the passenger side to keep the heat shield from rattling. This can be done with wire, metal strapping, or by fabricating your own bracket. We chose to make a new bracket from the leftover heat shield material and attached it with 3 self tapping screws (**IMAGE 10**).*

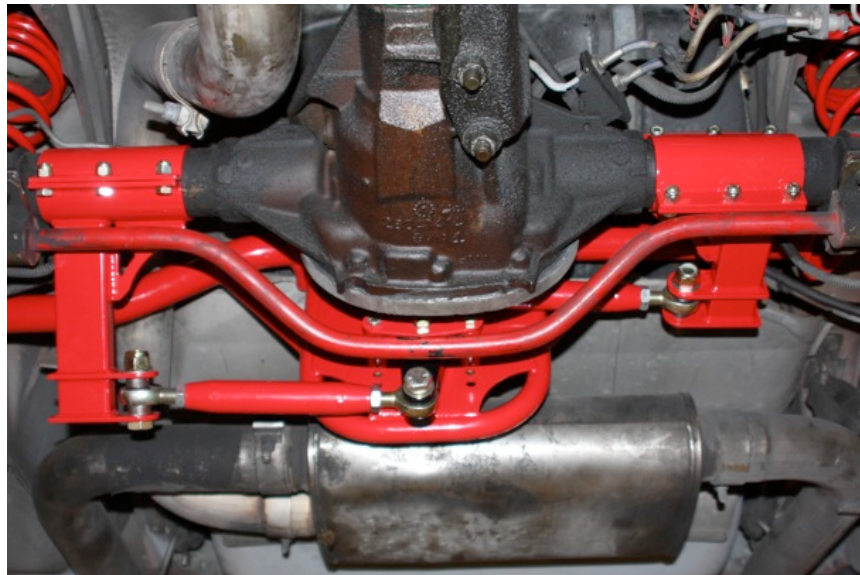
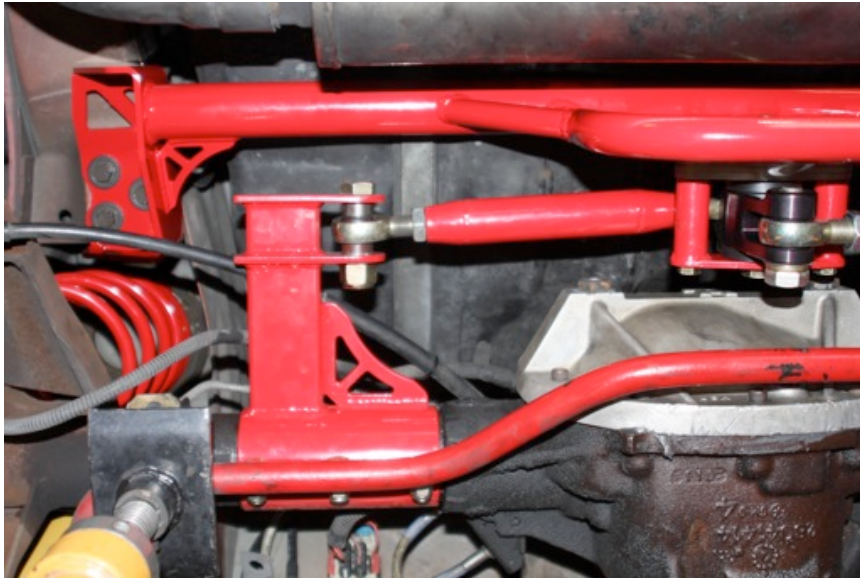


23. Use a grease gun to lube the center Watts pivot. Re-lube after a few hundred miles and then every other oil change.
24. Lower vehicle. An alignment is typically not necessary after this installation.



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