

BMR Rear Lower Control Arms - Poly Bushings (05-13 All)

Tools required:

- ✓ 18mm wrench, or socket and ratchet or impact
- ✓ A smaller screw driver
- ✓ A small crow bar, pry bar or strong screw driver
- ✓ Safety Glasses
- ✓ Grease gun
- ✓ Torque Wrench
- ✓ Jack and jack stands, or lift
- ✓ Block

Installation Instructions:

1. Get the vehicle in the air, if you are using a jack, make sure to use jack stands under the rear axle, and block the tires, I had access to a lift, so I used it but I do not feel this would be any more difficult to do on the ground. **Make sure you do NOT have the e-brake set.**
2. Find the factory LCAs and follow the brake line that feeds through the opening in them, follow the e-brake line up to the caliper.



3. Use a small screwdriver or your fingers to pry the clip out of the e-brake line mount, the clip is silver in color but comes out easily. When you have removed the clip, use the small pry bar to lift on the metal arm that keeps tension on the e-brake line so you can disconnect it and pull it through the factory LCA.





4. Use the 18mm to unbolt either end of the LCA, it will swing down so stay clear. Remove the second bolt holding the other end of the arm and move it off to the side.
5. Grab your new BMR LCA and make sure you put the wider end at the back (it won't fit the other way) and also so the grease zerks are facing down because you will need to grease them every so often. Install the front end first, leaving some play in the arm if the bolt doesn't line up exactly. *When I installed mine, I found that the axle had moved backwards and I used the old LCA against the axle and panhard bar for leverage to move the axle forward while I lifted the LCA into place and put the bolt in to hold the axle. It took a little work but I got it eventually.* After you have both bolts started, tighten to 130 ft-lbs.
6. Re-install the e-brake line the same way it came apart; do not forget to put the clip back in.
7. Grab a few zip ties and secure the e-brake line to the LCA making sure that it will not rub on any surfaces and cause issues in the future.



8. Give each grease zerk a couple pumps with a grease gun, if you don't have access to a grease gun, go buy one, you will use it in the future and will keep the mounts quiet and happy.
9. You have now installed your BMR lower control arm!



Installation Instructions written by AmericanMuscle customer Austin Hample 6/8/2012