



CAB740 INSTALLATION INSTRUCTIONS

Tools required:

- 3/4", 18 and 21mm socket/wrench
- Trim removal pliers

Instructions:

1. Lift vehicle and support rear axle with jack stands.
2. With the jack stands under the axle and the rear suspension loaded at your desired ride height, find a location on both sides of the axles that you can get a measurement for the height of the axle in relation to the body. Take note of this height and of the measuring points.
3. Re-lift the vehicle and support the vehicle securely on the pinch weld or on the jacking locations.
4. With the rear suspension loose, remove the lower shock mount, spring, and lower control arms. Use an 18 and 21mm socket and/or wrench to remove the lower control arm and a 21mm to remove the lower shock mount.
5. Using a rubber mallet, tap the control arm brackets over the factory control arm ears.
6. Place a sleeve between the stock control arm bracket in the location of the factory control arm, and use a nut a bolt to secure that sleeve, do not tighten bolt yet as in **Image 1**.
7. Re-install the shock over the lower control arm bracket, install the nut but do not tighten.
8. With the rear springs removed, raise the rear end to your **desired ride height**, ensure this by comparing the measurements you made earlier.
9. At this height, by swinging the control arm, it should swing through the centers of all of the bolt holes on the new bracket. If it does not, you can manipulate the bracket to better align it.
10. Once you have found the location of the bracket, that allows the control arms to swing through all of the bolt holes, mark and tighten both the factory control arm bolt and the shock nut. **Ensure this is done before drilling the anchor hole in the next step.**



IMAGE 1

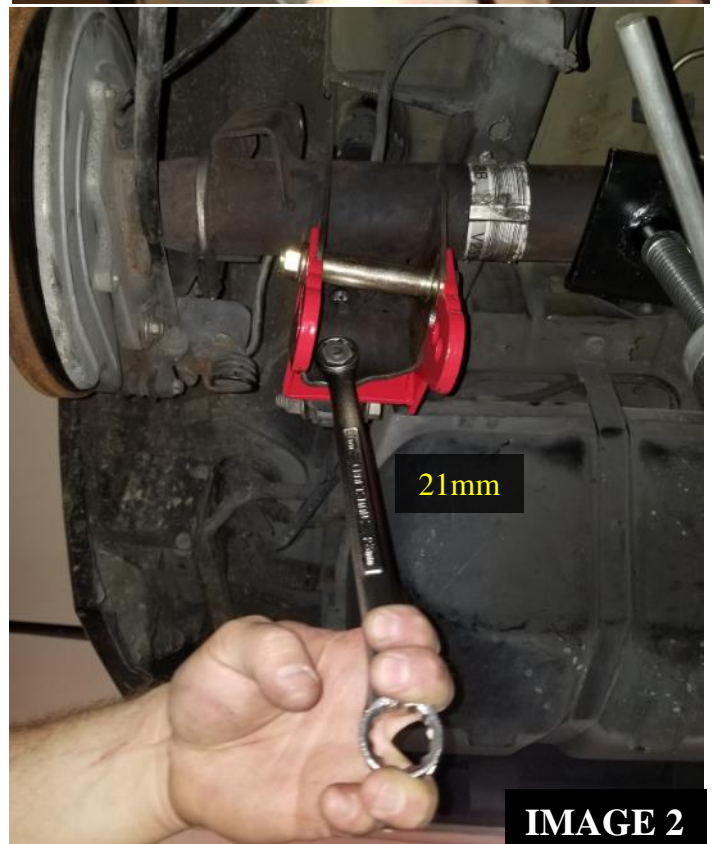


IMAGE 2

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11. Using the control arm bracket as a guide, use a 1/2" drill bit and drill out this hole as shown, use the supplied 1/2" hardware to anchor the control arm bracket to the stock control arm mounting ear. This hole will keep the control arm bracket at the proper angle to maintain the correct suspension geometry between relocation holes (NOTE: For extra support, you can drill the same hole on the outside and use the extra 1/2" bolt for added strength. You may be required to remove the caliper and axle flange in order to drill it and this is not required)

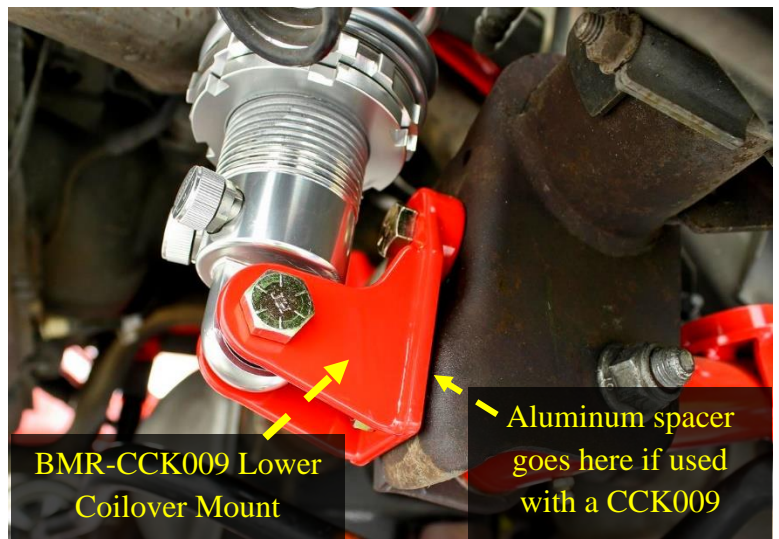
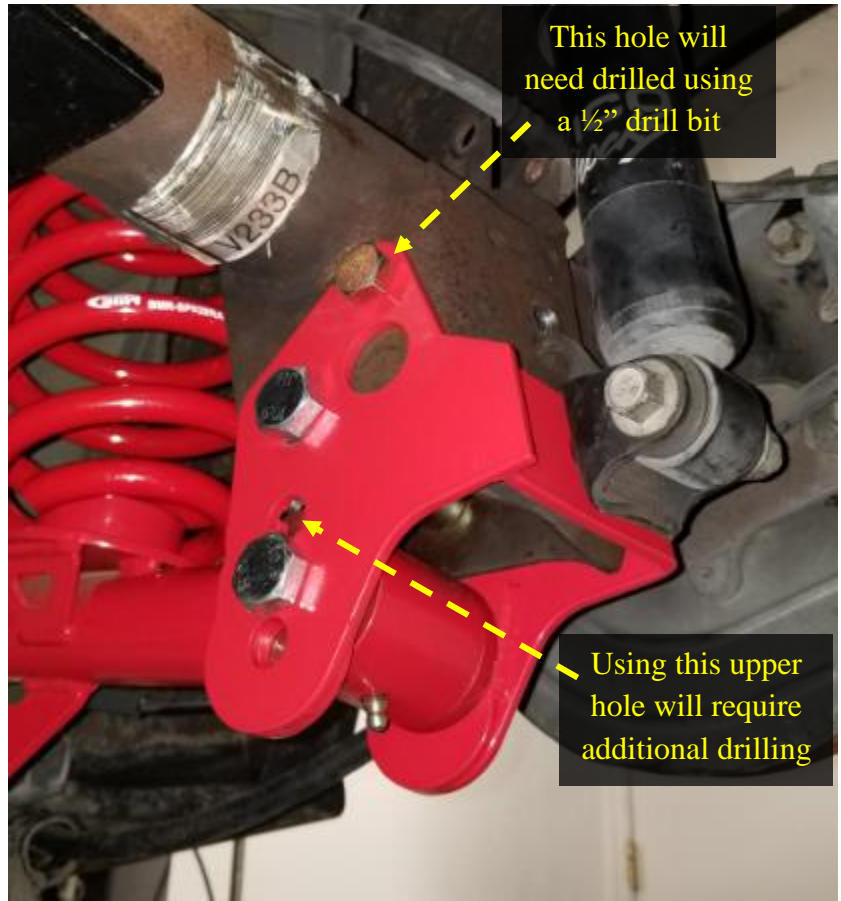
(NOTE: if you need to use the highest relocation hole, you may be required to use a 9/16" drill and partially drill the stock mount as shown.)

12. **The top control arm hole is 1.50" lower than factory, each other hole is spaced 0.75" lower. It is recommended that you use weight jackers or a longer spring for proper ride height if you are using the bottom two holes.**

13. Torque all bolts to supplied torque specifications, reinstall the wheels and lower the vehicle.

M14 lower Control Arm Bolts: 110lb-ft
1/2" Anchor Bolts: 80 lb-ft
Rear Shock Mounting Nut: 66 lb-ft

NOTE: The included aluminum spacers are only used if you're using this control arm bracket with a BMR-CCK009 (Rear Coilover Conversion Kit).



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1979-1998 vs. 1999-2004 Control Arm Hardware:

- 1979-1998 Mustangs use a metric M12-1.75mm fastener on the rear lower control arms.
- 1999-2004 Mustangs use a metric M14-2mm fastener on the rear lower control arms.

CAB740 and CCK743 are designed and **come with longer M14 replacement hardware**. Meaning there will be some slop in the holes if you are using a **smaller fastener**, and you will need to **ensure** that these **brackets** are **centered on the bolts** evenly left to right. Not doing so may cause the alignment and thrust angle of the rear axle to be off.

If you are installing these on a 1979-1998 Mustang, you will be required to:

Option 1) Drill out the control arm holes on the factory rear axle. You will then need to either source a **1999-04** rear lower control arm/front control arm hardware or **drill out** the sleeve on your factory control arm to accept **M14 hardware**.

If you are using a **BMR lower control arm**, please **call us** at **813-986-9302** and we will send you a replacement **inner sleeve**.

NOTE: Upgrading to M14 hardware is an extremely common modification.

Option 2) If you **do not wish to drill** out the lower control arm hole or sleeve on the arm, you will **need to source** the following **M12 fasteners**.

- **4x M12 – 1.75 x 120mm Long (Grade 10.9)**
- **4x M12 – 1.75 Poly Lock Nuts (Grade 10.9)**
- **8x M12 Standard Washers**

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