



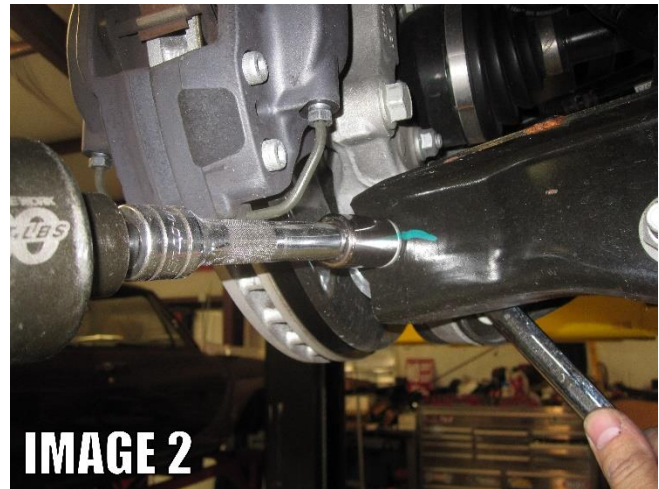
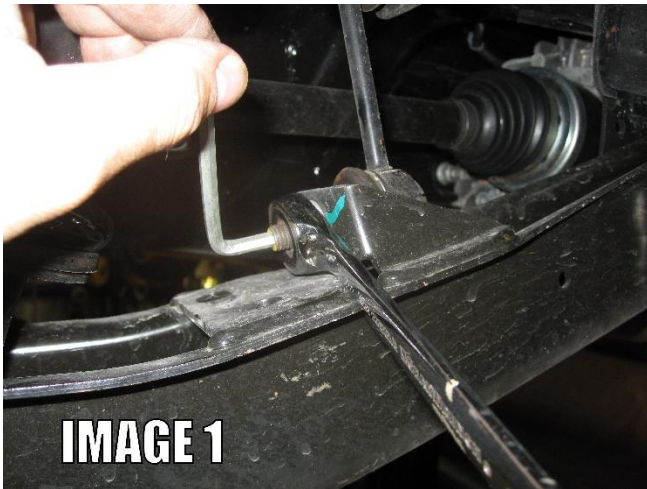
Chevy SS - Rear Suspension Kit for 15" Conversion

TOOLS REQUIRED:

- Hydraulic jack and jack stands
- Metric socket and wrench set 15mm, 18mm, 21mm
- 5mm Allen wrench

INSTALLATION:

1. Lift the rear of the vehicle and safely support on jack stands. Remove both rear wheels.
2. On G8's and 2010-2012 Camaros, remove the nut on the sway bar end links as shown in **IMAGE 1**. Use a 15mm wrench and a 5mm Allen wrench. On 2013-newer Camaros with the FE4 suspension, remove the end link using a 15mm wrench and 15mm socket
3. Using a 18mm socket and 18mm wrench, remove the outer control arm bolt. (**IMAGE 2**)



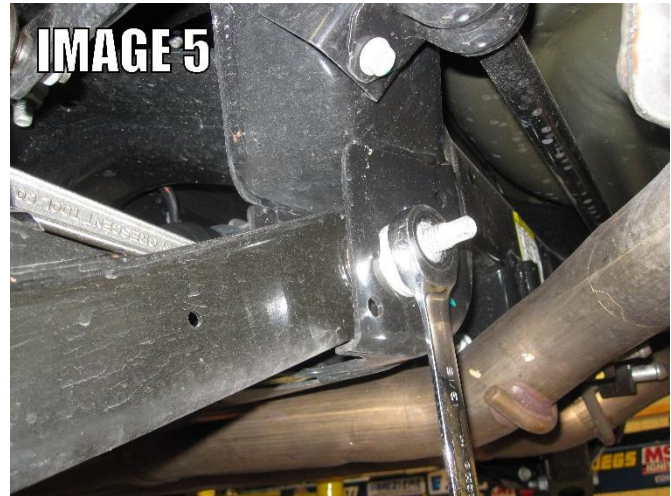
4. Using a 21mm wrench and 21mm socket, remove the shock cross-bolt. (**IMAGE 3**)
5. Using (2) 21mm wrenches, remove the inner bolt. (**IMAGE 5**)
6. Remove OE control arm. NOTE: while it is possible to remove the control arm at this point, it is somewhat easier to loosen the (4) upper shock mounts. This allows the shock tension to be released and the control arm comes out much easier.

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7. Install the BMR control arm and insert all of the appropriate bolts but do not tighten.
8. Load the rear suspension by lowering the car onto ramps or something similar that will allow access to the control arm mounting bolts when the suspension is loaded.
9. Tighten the inner bolt to 85 ft/lbs. Tighten the outer control arm bolt to 30 ft/lbs plus 120 degrees. Tighten the shock cross-bolt to 59 ft/lbs plus 120 degrees.
10. Re-install the end link and tighten the sway bar end link nut.
11. Using a hydraulic grease gun loaded with silicone grease, insert approximately 4-6 pumps into each grease fitting.
12. For the trailing arm, Start with the outer bolt. Hold the nut with the wrench and loosen the bolt using the socket.
13. Using the socket, remove the front trailing arm bolt. **NOTE:** *the nut is welded to the subframe and is not necessary to hold with a wrench.*



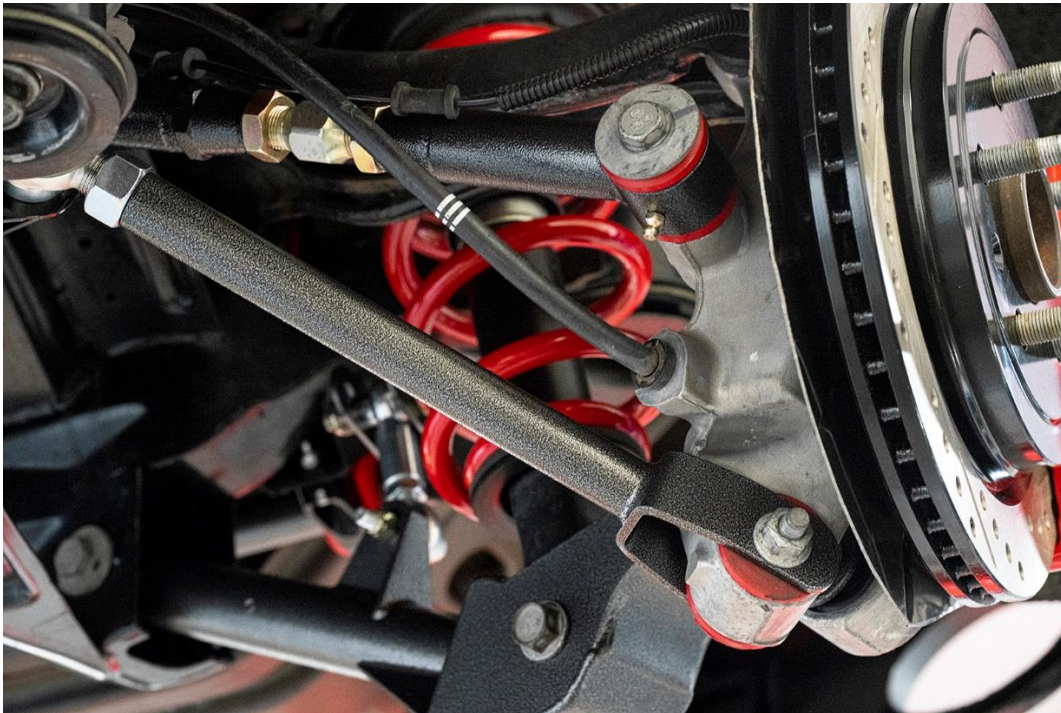
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14. Remove both bolts and remove the trailing arm. **NOTE:** *outer bolt can only be removed if the suspension is in the full droop position.*
15. Adjust the BMR Trailing Arm to the OE length.
16. Install the BMR trailing arm back into the original position and insert the bolts.
17. Torque bolts to 80 ft/lbs.
18. Tighten the $\frac{3}{4}$ " jam nut on the rod end using a 1" wrench.
19. Lower the vehicle (An alignment is recommended after installation)



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