



TUBULAR A-ARM INSTALLATION INSTRUCTIONS – 2005- Current MUSTANG

Covering part #'s AA010, AA019, AA021, AA022, AA023, AA024, AA025, AA026

RECOMMENDED TOOLS:

Jack, Jack Stands, Lug wrench

15mm wrench

½” drive ratchet with 18mm deep socket and 21mm socket

Brass hammer

INSTALLATION:

1. Lift vehicle and support with stands positioned under the frame rails. Remove both front wheels/tires.
2. This step is not necessary for installation but makes the work area more accessible. Using a 18mm deep socket, loosen both outer tie rod ends. Knock both tie rods loose from the spindles using a brass hammer.
3. Using a 15mm wrench and 18mm socket, loosen and remove the spindle bolt that clamps the ball joint to the spindle.
4. Using a 18mm socket (21mm for 2010 and newer), loosen and remove the rear A-arm bolts on the K-member.
5. Using a 18mm socket, remove the front A-arm bolt on the K-member.
6. Remove A-arm.
7. If you are installing BMR non-adjustable A-arms, proceed with the installation using steps 1-6 in reverse. If installing BMR adjustable A-arms, adjust the rod-ends to the approximate length of the OE A-arm and then install. **DO NOT TIGHTEN THE FRONT A-ARM BOLT UNTIL THE SUSPENSION IS LOADED, FAILURE TO DO SO WILL CAUSE BUSHING PRE-LOAD RESULTING IN PREMATURE BUSHING WEAR, IMPROPER RIDE HEIGHT, ETC.**
8. With the A-arms installed, torque the following bolts to these specs:
 - Rear A-arm bolts – 125 FT/LBS.
 - Do not tighten front A-arm bolt at this time.
 - Tie rod stud – 55 FT/LBS.
 - Ball joint cross-bolt – 75 FT/LBS.
 - If using BMR adjustable A-arms, tighten the jam-nut on the rod end at this time.

NOTE: Do not loosen the jam-nut on the aft side of the Delrin bushing. These are pre-torqued to a specific setting.

9. Repeat steps 3-8 for the other side.
10. Re-install wheels/tires and allow the vehicles weight to rest on the suspension. The suspension is now loaded and the front bushings may be tightened to 95 FT/LBS. If not on a service lift, this step may be done on ramps or blocks.
11. Grease all bushings on the A-arms with a grease gun. For optimal wear qualities and minimal noise, a silicone, polyurethane-specific grease is recommended.

With all versions of these A-arms, a 4-wheel alignment is necessary after installation. If you are installing BMR adjustable A-arms, it is possible to narrow the track width up to 9/16” per side. Depending on vehicle ride height, doing so may require additional camber adjustment in the form of camber bolts. These are also available from BMR under part number FC001.

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This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, buyer assumes all risk of any damage caused to the vehicle/person during installation or use of this product.