



CAB342 INSTALLATION INSTRUCTIONS

1993-2002 F-Body Front Upper Control Arm Mounting Brackets

RECOMMENDED TOOLS:

- Standard and metric wrenches and sockets set
- Hydraulic jack and jack stands

INSTALLATION:

1. Lift front of vehicle and support, allowing the **front wheels to hang freely**.
2. Remove the lug nuts and the front wheels and set aside.
3. Remove the brake caliper from the spindle and hang it with a bungee cord or zip tie to the inner fender. Ensure that there is **no tension on the brake line**.



4. Remove the upper control arm ball joint and remove the ball joint from the spindle.
5. Remove the sway bar end link and swing the sway bar out of the way to gain better access to the lower strut mount.

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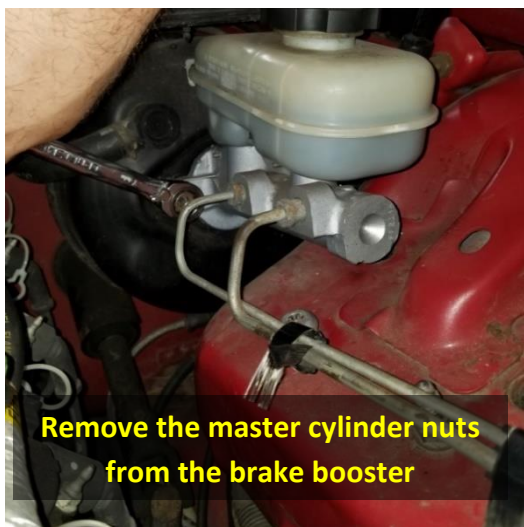
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6. Remove the two lower strut mount bolts as shown.
7. With the lower strut mounting bolts removed, remove the strut by taking out the two upper strut nuts and the two upper strut bolts from on top of the strut tower as shown. You will now remove the upper strut mount, the strut and upper control arm as one assembly.
8. You may have to remove the master cylinder from the brake booster to gain enough room to undo the two bolts on the driver side holding the upper control arm mount in place. You can then move the master cylinder slightly while the brake lines are still connected as shown.



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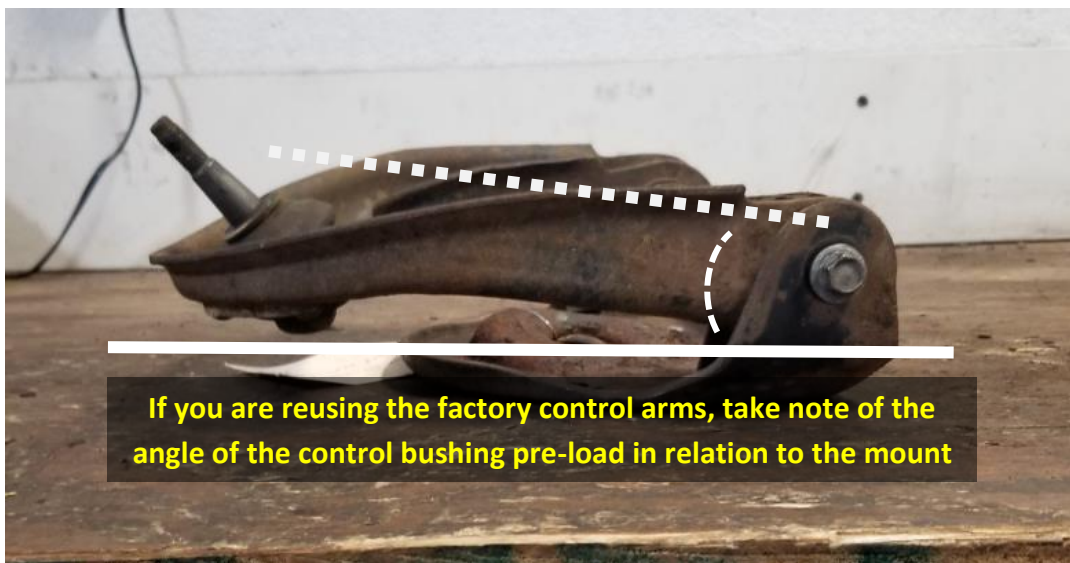


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9. Remove the entire strut, strut mount and control arm together.

NOTE: If you are removing both the passenger and driver strut mount at the same time, it is easy to confuse them during re-assembly. Mark and take note of which control arm, mount and strut mount go to each side.

NOTE: If you are reusing the factory control arms with the factory rubber bushings, take note of the angle that the control arm is at relative to the mount. You will need to duplicate this pre-load angle when installed on the new mounts.



If you are reusing the factory control arms, take note of the angle of the control bushing pre-load in relation to the mount

10. Now, remove the upper control arms from the mount.

NOTE: If you are re-using the factory arms you may need to sand down the back side of the arms in order to clear the new mount. Make sure you test for an 1/8" of clearance before you re-install the arms.

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The middle hole on BMR Control Arm Mount retains the same geometry as the factory mount. By raising or lowering the upper arm mount, **you will adjust your roll center and camber gain.**

11. **If you are reusing the factory arms**, match the same preload angle of the arms relative to the mount. After market polyurethane and rod-end arms do not need to be preloaded when installed.
12. Re-install everything in the reverse order that it was disassembled. Use the provided torque values below to properly tighten all fasteners.



Driver side control arm installed on driver side mount

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Factory Front Suspension Torque Specs	
Inner Tie Rod Nut	35 ft-lb
Brake master Nut	21 ft-lb
Lower Control Arm Mounting Nut	74 ft-lb
Outer Tie Rod End Nut	35 ft-lb
Shock Absorber Lower Bolt	48 ft-lb
Shock Absorber Lower Nut	48 ft-lb
Shock Absorber Upper Mount Bolt	37 ft-lb
Shock Absorber Upper Mount Nut	32 ft-lb
Stabilizer Shaft Insulator Clamp Bolt/Stud	41 ft-lb
Stabilizer Shaft Upper Nut & Bushing	17 ft-lb
Upper Control Arm Nut	39 ft-lb
Wheel Bearing Hub Bolt	63 ft-lb



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