



LT1 TUBULAR K-MEMBER INSTALLATION

PART # KM002, KM002-1

Installation Procedure:

1. Using an 8mm wrench, remove the positive battery cable.
2. Raise vehicle on service lift. If installing in the driveway, lift the vehicle to a point where the factory K-member is at least 18" off the ground and support the vehicle with jack stands under the frame rails.
3. Remove both front wheels and tires.
4. Using a 13mm socket and wrench, remove the front sway bar.
5. Using an 18mm wrench, remove both power steering lines and cap the hoses to prevent fluid loss.
6. Support the motor with a jack and a block of wood under the oil pan.
7. Remove both motor mount cross bolts.
8. Remove the two starter mounting bolts. The starter may be removed completely or it may hang, suspended by the battery cable.
9. Remove the cotter pins from both outer tie rod ends. Using an 18mm wrench, loosen both castle nuts until the nut is flush with the top of the stud. Using a brass hammer, tap the castle nut until the tie rod breaks loose from the spindle. This may also be accomplished by using a pickle fork or similar tool.
10. Using a 15mm wrench and 18mm socket, loosen both rack and pinion mounting bolts. It may not be possible to remove the driver's side bolt until the K-member is lowered.
11. Using an 11mm wrench, remove the steering shaft bolt located directly above the rack and pinion.
12. Remove the brake line retaining tab bolts that attach to the side of the K-member.
13. Using a 21mm socket and wrench, remove both lower A-arm mounting bolts for both the drivers and passengers' side.
14. Using an 18mm socket, remove all six K-member mounting bolts.
15. Lower the K-member enough to remove the driver's side rack and pinion bolt. Remove the rack and pinion assembly.
16. At this point it may be necessary to utilize a second person. While holding the A-arm assemblies out of the way, lower the K-member out of the car. Take care not to damage any of the brake lines or starter wiring harness when removing the K-member.
NOTE: It is not necessary to remove or disconnect the brake lines when performing this installation.
17. The factory engine mounts consist of a cast iron stand and a rubber mount for each side. When using the BMR tubular K-member, you will only use the driver's side rubber mount and the passenger side cast iron stand. To move on to the next step, the driver's side rubber mount should be installed on the motor and the passenger side stand should be installed on the motor.
18. Lift the BMR K-member up into the car. This will require aligning multiple points at the same time so again, additional help is recommended. It may be necessary to use a pry-bar in order to align all of the mounting points and position the K-member into place. Install and tighten all 6 mounting bolts to 100 ft/lbs.
19. If retaining the OE power rack and pinion, mount the rack to the K-member. Tighten both bolts to 80 ft/lbs. If installing a BMR manual rack conversion kit, refer to those instructions and skip step 20, 22, and 24 below.
20. Attach the steering shaft to the rack and pinion and tighten the bolt. There is an additional 11mm bolt at the top of the steering shaft that may also be loosened to allow steering shaft length adjustment, if necessary.
21. Install both motor mount bolts and tighten. This may require the use of a jack or pry-bar to lift/lower the motor in order to insert the bolts.
22. Reconnect both power steering lines and tighten.
23. Insert all four A-arm mounting bolts. If vehicle must be driven to an alignment shop, roughly center all mounting points in the adjustment slots and tighten all 4 bolts. If vehicle is at an alignment shop, leave loose until installation is complete.
24. Re-attach the tie rods and tighten both castle nuts. Insert new cotter pins.
25. Reinstall the starter.
26. Slightly bend the factory brake lines to conform to the new K-member shape and zip-tie into place.
27. Bend the ends of the brake lines in such a way that the mounting brackets line up with the brake line mounting tabs on the K-member. It may be necessary to cut the brackets and re-bend them in order to fit properly. Insert bolts and tighten.
28. Reinstall the sway bar.
29. Lower the vehicle and reconnect the battery.
30. Take to an alignment shop and align the front suspension.

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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/use of this product.