TORQUE-ARM INSTALLATION INSTRUCTIONS
Part # TA001,TA002, & MTA001

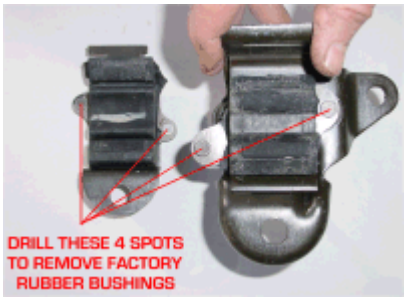
IMPORTANT NOTICE TO MOSER 12 BOLT USERS: This product is only warrantable on rear axles that utilize the factory style “through bolts” to connect the torque arm to the rear end. Moser 12 bolt rear ends utilize a threaded bolt hole that has been proven to have bolt retention issues when used with aftermarket torque arms. If you have this particular rear axle, understand this warranty disclaimer and still intend to use this product, be informed that lock washers, or Loctite brand thread sealants are not substitutes for periodic bolt inspection.

INSTALLATION:

1. Raise vehicle and support with jack stands under the frame allowing the rear suspension to fall to its furthest position.

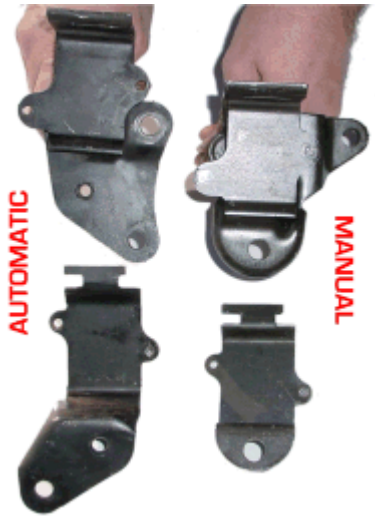
2. Remove both large bolts that attach the factory torque arm to the rear end.

3. Remove all 3 bolts that hold the torque arm front mount to the transmission and remove the entire torque-arm and front mount assembly. *NOTE: on some models it is necessary to lower the transmission in order to remove the torque arm mount once unbolted.*



4. Separate the two halves of the factory "clamshell" front mount and remove from torque arm. On some cars, this may require lowering the transmission slightly to remove the mount.

5. The factory mount requires minimal modification to accept the BMR supplied polyurethane bushing. Locate the 4 rivets that attach the rubber bonded metal to the brackets and drill out or grind off the factory rivets to remove the rubber portion. Leave the outer half of the "clamshell" mount off and reinstall the half that bolts to the transmission. Tighten.



6. Place the BMR polyurethane bushing onto the mounted half then install the outer half but leave the bolt loose.

7. Lube the polyurethane bushing and then slide the BMR torque arm in through the bushing. Positioning the rear bracket over the rear end may require turning the torque arm adjuster to get the proper bracket angle. NOTE: all jam nuts and rear bracket cross bolts must be loose to turn adjuster. The rear end may also need to be levered into the proper position to slide the torque arm bracket over it. Once this is achieved, slide the factory bolts in through the top and tighten to 100 ft/lbs.

8. Tighten the front mounting bolt to snug the bushing. If installing a non-adjustable torque arm proceed to step 10.

9. Set the pinion angle using the following method:
   - Load the rear axle by either setting the car on the ground or letting the car rest on jack stands positioned under the rear axle.
   - Place the angle finder on the driveshaft and record the angle. The driveshaft angle is negative if it slopes downward towards the rear of the car. The driveshaft angle is positive if it slopes upward towards the rear of the car.
   - Now place the angle finder on the rear end torque arm mounting plate and record the angle. The rear end angle is negative if it slopes downward towards the front of the car. The rear end angle is positive if it slopes upward towards the front of the car.
   - Add the two measurements. This is your pinion angle. (Example: -2 rear end angle plus -1 driveshaft angle = -3 degrees)
   - Turn adjuster to achieve the desired angle.
   - As a starting point, most F-Bodies seem to like the following initial settings: Automatics: 1-2 degrees negative Manuals: 2-3 degrees negative
   - Please refer to www.bmrfabrication.com to view the video for setting the pinion angle.
10. Once pinion angle has been set, tighten all jam nuts and rear bracket cross bolts.

NOTE: *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.*