

## BMR Lower Control Arm install

First jack up both sides of the car, put a jackstand under the rear of each sub-frame and remove the rear wheels

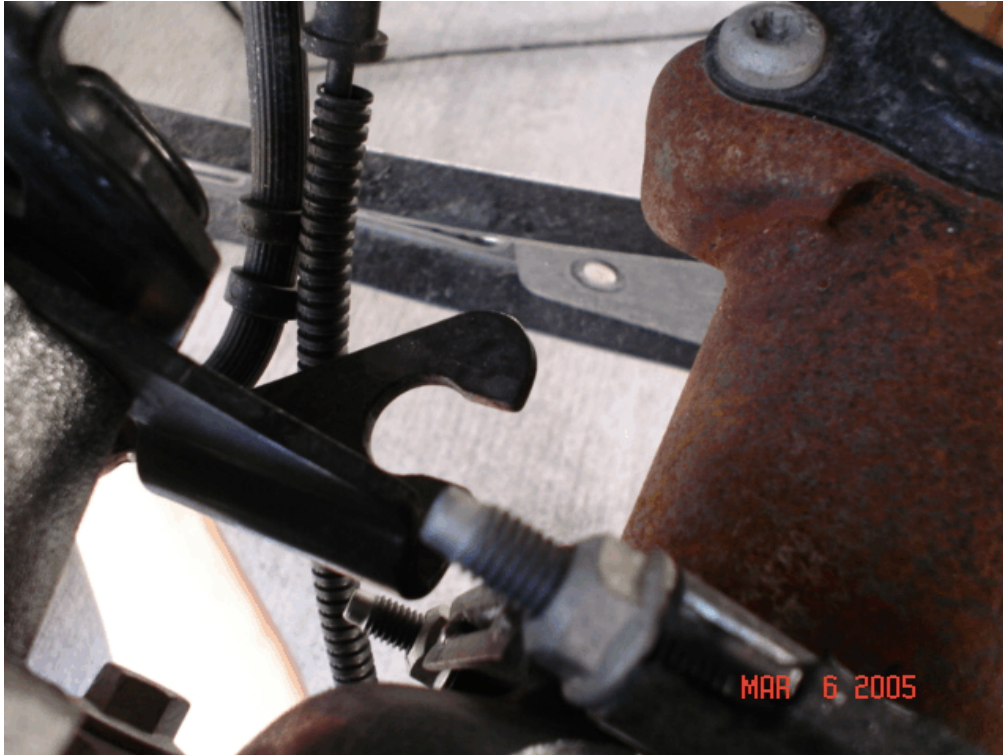


Next, use a flat blade screwdriver to pry up on the e-brake cable and pop it out of it's retainer

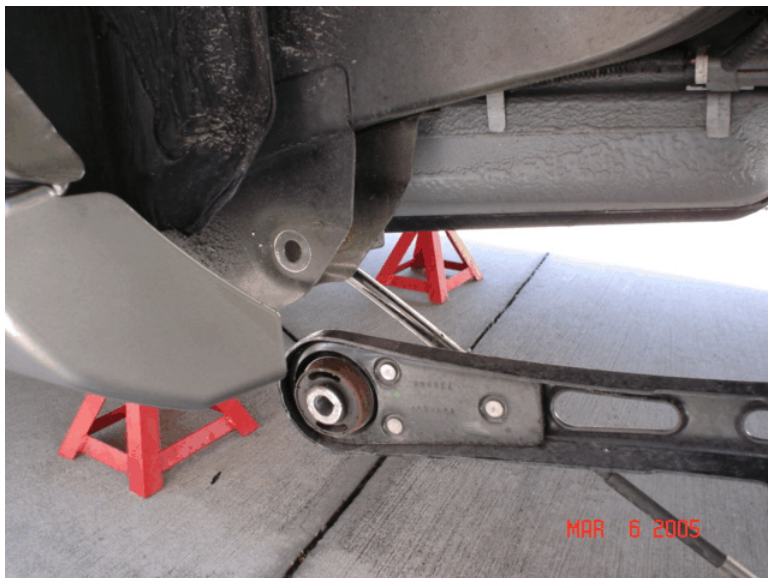


Before above

Use a pair of pliers to remove the clip holding the cable to the brake assembly, then pull the cable out of the way.....below is after.



Use an 18mm socket to remove the bolt at the front of the LCA, then switch to a wrench when you run out of room - you'll know what I'm talking about when you do it



Use the 18mm socket again to remove the rear bolt, and the LCA will slip out of place



The BMR LCA's have a narrow bushing on the front end and a wider one on the rear. The bracket on the front is just wide enough for the narrow bushing. The round metal insert will have to be flush for it to fit. He received LCA's with wide bushing's on both end's, and they must have sent him just the narrow bushing's w/o the proper metal insert...I went out and double checked my Pony to be sure before I jumped in bottom line is the metal insert should just slip inbetween the front bracket "ear's". The reinstall of the new LCA's is where it will require a partner. The front end goes in first and will require one person at the front of it holding it, and the other person at the other end of it pushing on it to help align the holes. Slip the bolt in and thread it through the nut retainer - do not fully torque it down yet, only get it tight. The rear hole takes some muscle, One person to hold the LCA in place and see when the hole is aligned, and the other person laying under the car with his/her feet toward the front of the car. You can put your hands on the muffler for leverage, and put one foot on the lower shock mount and one near that where ever you can and **push**. The other person must have the bolt ready to slip into place when the holes line up. Tighten the bolt, reattach the e-brake cable and its retainer, and use a tie-wrap to hold the cable to the new LCA and you're done with one side. Follow the same procedure for the other side. Once you have them both on, it's time to tighten the bolts to the required torque which in my case was 1150in/lb. Get 2 more jack stands and put one under each lower shock mount. This will require one person lowering the jack **very** slowly and the other person moving the jack stand to the correct position so it doesn't interfere with the lower bolt that's there (you'll see



what I mean when you're under there). Do this for both sides, and remove the jack stands that were under the sub-frames. Now the rear suspension is loaded and you can torque the bolts down with a torque wrench. Put the tires back on, lower everything down and take 'er for a spin. I did notice that hard launches were **much** smoother. I didn't do a full-on burnout, but did several hard, tire squealing launches and there was **no** axle hop what so ever.



#### Different version to use

Jack up the back of your car by the pumpkin, don't let the jack touch the cover so it doesn't get damaged and spill out your fluids. Place jack stands on the axles on each side, equally spaced out. Remove both wheels

Disconnect the e-brake cable bracket.

Disconnect the e-



Remove the clip off the ebrake cable and disconnect the he cable (refer to the pdf, my picture didn't come out) Using an 18mm socket wrench, disconnect the front of the LCA arm, then disconnect the back



ONLY DO ONE ARM AT A TIME. IF YOU DISCONNECT BOTH AT THE SAME TIME YOUR AXLE WILL SHIFT WAY OUT OF POSITION!!!! Now would be a good time to put thick lithium grease inside the steel bushings on the BMR arms. Don't use regular grease because it will dry up the poly bushings over time. This might prevent squeaking down the road. I actually bought grease to do this

and I forgot to do it, but they don't squeak so whatever. On the BMR arm ends there's a narrow and a wide end. The narrow end goes in the front of the car. Now this end didn't fit really well in my brackets. I used a screwdriver through the bolt holes and bend the brackets open a little bit. Then I used a rubber mallet to bang it into position. Stick the bolt through and tighten it down, but not fully tighten yet.

Now swing the rear end of the arm into position, you will see a little

problem. The axle has shifted out of position, this is why it's important not to disconnect both LCAs at the same time. Big thanks to Import Slaya for



suggesting in his post to use a ratcheting tie strap to shift the axle back into position. I was already prepared for this and bought a \$6 10 foot ratchet strap at Walmart. I want to tell you that this will look backwards from the previous pics because I took different pics on both sides of the car. Loop the long part of the strap around the axle like this.

There's a hole in the chassis for the hooks to go in. Put both in here.



Now your strap is in position and ready to shift back into place  
Tighten the ratchet until the holes in the rear bracket line up with the LCA  
Insert the bolts and tighten all the way with a torque wrench to 129 lb-ft  
(1550 in/lb). That is Ford's factory spec. There were no instructions with the  
BMR arms. A lot of people here are saying to torque them to 75 lb-ft, that is  
not tight enough, I suspect this is what is causing some of their noise  
problems



Hook the ebrake cables back up and you're good to go. I didn't pack the bushings with grease on the grease ports. I don't know if they are pre-greased or not. Again no instructions from BMR. My arms don't squeak or make a sound at all. I couldn't tell anyway because I installed Flowmasters at the same time. Did you guys grease yours?

Yet another quick look

1. Emergency brake OFF;
2. Rear axle on jack stands;
3. Wheels off;
4. Use a screwdriver to pop the emergency brake cable off the caliper;
5. Pull the e-brake cable retaining clip off and pull the cable out of the stock lca;
6. Use a long breaker bar with an 18mm socket on the bolt head end (not the nut end) of the front bolt of the stock lca--switch over and finish with a ratchet;
7. Ditto on the rear;
8. Push the front of the new lca in place--I used a rubber mallet to persuade it into place since the new bushings are a tighter fit;
9. Put the stock bolt back through and tighten until snug;
10. Push the rear of the lca in place and bolt it up snug;
11. Now torque both ends to 1150in/lbss.
12. Hook the e-brake back up;
13. Grease the bushings using the fittings on both ends;
14. Wheel back on;
15. Repeat for the other side!

(only do one side at a time to prevent the axle from really shifting out of place) I did the install by myself (wife ran out with the kids for two hours, so I had to work fast!) and the only hitch I ran into was on the passenger side--the axle must have shifted about 1/2" back after I unbolted the lca. I ended up using a ratchet strap that had hooks on both ends (the kind you see at Home Depot for a few bucks) to pull the axle forward the 1/2" necessary to align the bolt holes. Hooked one end behind the strut perch and the other end to a hole in the frame under the door. Ratcheted it tight and then a few more ratchets and the bolt holes were lined up perfectly. Total install time was about an hour (the driver side only took about 10 minutes!).