# LOWER A-ARMS

***AA016*** *– 64-72 A-BODY*

**INSTALLATION:**

1. Lift vehicle and support safely with stands under the frame rails. Remove the wheels and tires.
2. Beginning with one side of the vehicle, turn the wheels to allow access to the caliper mounting bolts.
3. Remove the two caliper bolts and slide the caliper off of the rotor. Leaving the brake line connected, tie the caliper up out of the way using a bungee cord or zip tie.
4. Remove the cotter pin from the outer tie rod end where it attaches to the spindle. Loosen the castle nut and remove it. Using a brass hammer, hit the spindle around the tie rod mounting hole until the tie rod breaks loose. Lower the tie rod out of the way.
5. Loosen the upper mounting nut on the shock and remove the bushing and washer. Loosen the two lower shock mounting bolts then remove the shock through the bottom of the A-arm.
6. Locate the outer sway bar end link where it attaches to the A-arm. Remove the end link mounting bolts from the A-arm.

***NOTE:*** *An inside spring compressor is the recommended tool for removing coil springs. Disregard steps 7-8 if you are using a spring compressor*.

7. Remove the cotter pin from the lower ball joint. Loosen the castle nut but DO NOT remove it. Using a brass hammer, hit the spindle around the ball joint mounting hole until the ball joint pops loose. A pickle fork may also be used for loosening the ball joint.
8. Position a floor jack under the A-arm and lift the arm until there is no spring tension on the ball joint. Remove the ball joint.
9. Carefully lower the A-arm as far as it will go. Using a pry-bar, carefully pop the spring out of the spring pocket and set it aside.
10. Loosen and remove both A-arm mounting bolts and remove the lower A-arm.
11. Use a wire brush to clean the bushing mounting surfaces on the frame. If the surface is heavily pitted or has a buildup of rust scale, sand the area thoroughly to provide a smooth surface for the new A-arm bushings to ride on.
12. Identify the proper side BMR A-arm replacement by comparing the sway bar and bump-stop locations to the OE A-arm. Apply the supplied grease to the outer mating surfaces of the A-arm bushings. Mount the A-arms to the frame but do not tighten.
13. Disregard this step if you are using a spring compressor. Swing the A-arm up and position the hydraulic jack underneath the A-arm. Lift the spring up and position it onto the upper spring pocket in the frame, allowing the bottom of the spring to rest on the A-arm pocket. ***NOTE:*** *It may be necessary to lift the A-arm in order to get the spring pocket at the correct angle for the spring to pop into place*. With the spring in position, the end of the spring should butt up against the stop in the spring cup of the A-arm.
14. Once the spring is seated properly in the cup, carefully lift the A-arm until the ball joint seats into the spindle. Install the castle nut and Tighten. Insert the new cotter pin.

# LOWER A-ARMS (Continued)

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15. Re-install the caliper.
16. Repeat steps 2-16 for the other side.
17. To re-connect the sway bar, it is necessary to have the suspension loaded. The simplest way to do this is to drive the vehicle up onto ramps. Install the wheels and tires.
18. Drive the vehicle onto ramps then re-install the sway bar end links.
19. While the suspension is loaded, tighten the lower control arm bushings. NOTE: the vehicles weight should be on the suspension before tightening the control arm bolts. Failure to do so can result in improper bushing preload causing irregular ride height and accelerated bushing wear.
20. Insert 5-6 pumps of grease into the lower ball joint. Insert 3-4 pumps of grease into each control arm bushing.
21. Lower vehicle.

BMR A-arms have improved geometry built into the A-arms. Your BMR A-arms have an additional 2 degrees of positive caster built into the arm which will affect your alignment. It is necessary to have the vehicle re-aligned after this installation. BMR recommends the following alignment specifications:

**RECOMMENDED ALIGNMENT SPECS**

| Camber | Caster | Toe |
|---|---|---|
| Daily driver street – .3-.5 degrees negative | Max positive caster to achieve desired camber settings | 1/16” Toe-in |
| Performance street - .5-.8 degrees negative | Max positive caster to achieve desired camber settings | 1/16” Toe-in |