



CCK461 INSTALLATION INSTRUCTIONS

RECOMMENDED TOOLS:

- Wrenches and sockets: 13mm, 15mm, 18mm, 19mm, 3/4"
- Hydraulic jack and jack stands
- Pry-bars and mallet
- Drill with 1/2" drill bit
- Angle finder

INSTALLATION:

1. Lift rear of vehicle and support with stands under the frame allowing the rear end to hang.
2. Remove the rear sway bar to allow better access to the work area.
3. Place a hydraulic jack under the rear end and lift just enough to take the tension off the shocks.
4. Loosen the lower shock bolts using an 18 mm socket.
5. Loosen the upper shock bolts with a 13mm socket then remove the shocks.
6. Lower the rear end and pull the springs out.



IMAGE 1

7. Begin with the upper coil-over brackets. Locate the appropriate side and bolt the BMR bracket to the upper shock mounting holes using the 3/8" bolts, nuts, and small gold washers. Tighten with a 9/16" wrench and socket. (**IMAGE 1** above)
8. Once the upper mounts are bolted into place, drill a 1/2" hole using the bracket as a drill guide. See **IMAGE 2** for reference.
9. Use the a 1/2" x 1.25" bolt, nut, and gold washer in the previously drilled holes and tighten with a 3/4" wrench and socket.



IMAGE 2

10. Next, proceed to the lower mounts. Using an 18mm wrench and socket, remove the lower control arm bolt at the rear end.

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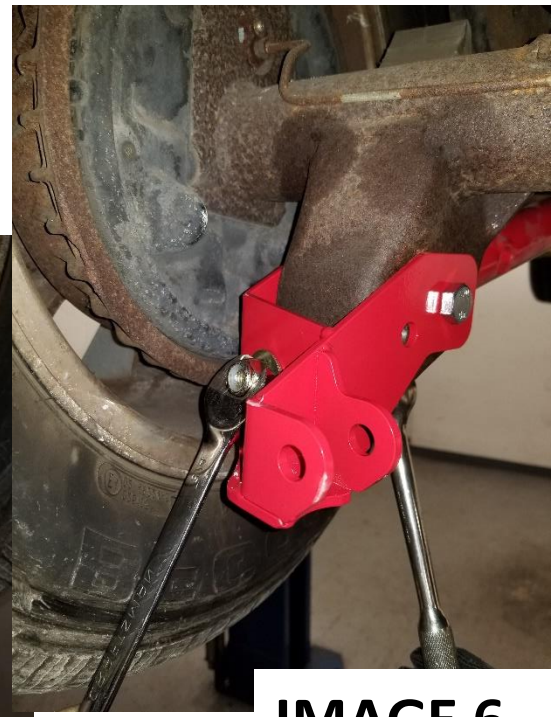
11. To fit the BMR bracket over the factory control arm mount it may be necessary to grind the raised part of the factory bracket shown in **IMAGE 3** on the following page.



12. Using a mallet or dead blow hammer, knock the BMR bracket over the control arm mount until the control arm bolt holes line up with the bracket. (**IMAGE 4**)

13. Insert the bolt back through the original control arm hole and using an angle finder, make sure the bracket is level as shown in **IMAGE 5** before proceeding to the next step.

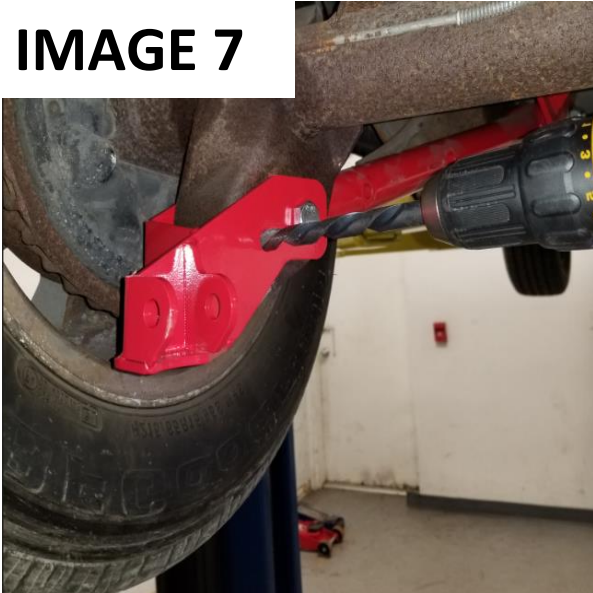
14. Insert a 1/2" x 1.25" bolt, nut, and gold washer into the original shock hole as shown in **IMAGE 6**. Tighten the 1/2" x 1.25" bolt using a 3/4" wrench and socket.





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IMAGE 7



15. Drill a 1/2" hole through the factory control arm bracket using the hole in the BMR bracket as a drill guide. See **IMAGE 7** for reference. Insert a 1/2" x 1.25" bolt, silver washer, and nut and tighten with a 3/4" wrench and socket.

16. Once the brackets are installed, re-install your sway bar and install the coil-overs of your choice using the remaining bolts, nuts and silver washers. Follow the coil-over manufacturers recommended installation and adjustment procedures.



NOTE: VIKING COILOVERS CAN ALSO BE INVERTED TO REDUCE UN-SPRUNG MASS AND IMPROVE WEIGHT TRANSFER ON LAUNCH



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NOTE: VIKING COILOVERS CAN ALSO BE INVERTED

Torque Specs for Bolts:

- 3/8" Bolts (9/16 socket) = 35 ft-lb
- 1/2" Bolts (3/4 socket) = 75 ft-lb
- M12 Bolts (18mm socket) = 83 ft-lb

BMR coil-over brackets will work with any coil-overs with the following recommended dimensions:

REQUIRED COIL-OVER SPECIFICATIONS:

- Bearing style ends suggested, bushing style ends not recommended
- Most coil-overs are available in two different mounting widths, 1" and 1.25". BMR brackets are designed to accommodate a 1.25" width.

Depending on the desired lowering amount, the following shock dimensions are recommended:

1-2" LOWERING:

Viking C207W (or equivalent) shock with 10" coil-over spring

Specs: Compressed height - 11.10 Extended height - 16.35 Shock stroke - 5.25

Recommended shock ride height - 13.25-14.25

2-3" LOWERING:

Viking C217W (or equivalent) shock with 10" coil-over spring

Specs: Compressed height - 10.48 Extended height - 15.13 Shock stroke - 4.65

Recommended shock ride height - 12.375-13.375