

## DRIVESHAFT SAFETY LOOP INSTALLATION

*DSL015– 2010 Camaro Automatic*

### RECOMMENDED TOOLS:

(2) 9/16" wrenches, (1) 19mm socket  
 15mm, 19mm socket  
 3/8" drive ratchet or impact  
 Hydraulic jack and jack stands or Hydraulic service lift  
 Drill with 3/8" drill-bit

### INSTALLATION:

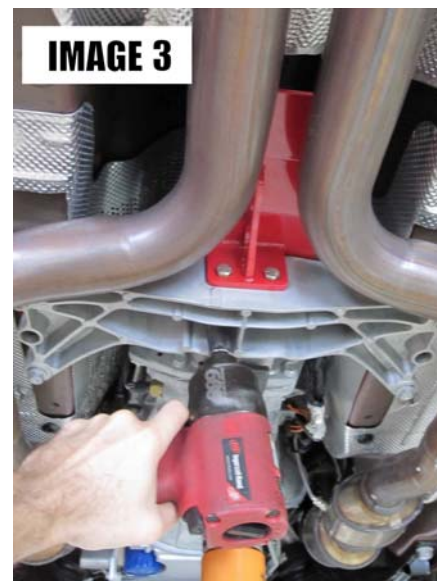
1. Lift vehicle and support safely under frame rails.
2. Support the transmission using a jack stand or jack.
3. Using a 15mm socket, remove the (2) transmission mount nuts.
4. Using the same socket, remove the (4) transmission cross-member bolts then remove the cross-member.
5. Position the main BMR mounting bracket onto the factory cross-member as shown in **Image 1**. Make sure that the BMR bracket sits flush on the top surface and make sure the holes in the BMR bracket line up with the holes on the OE cross-member.
6. Once positioned correctly, clamp or bolt the bracket into place.
7. Mark the cross-member for drilling using the 3/8" mounting holes as a guide.
8. Remove the BMR mounting bracket and drill the two holes into the factory cross-member as shown in **Image 2**.
9. Using the supplied 3/8" x 1" bolts, washers and nuts, bolt the BMR mounting bracket to the OE crossmember but do not tighten. Insert and tighten the provided 14mm bolts and nuts into the top holes. Tighten to 90 ft/lbs. Now tighten the 3/8" bolts to 45 ft/lbs.
10. Position the assembly up into place on the transmission and thread the (2) mounting nuts onto the transmission mount studs to hold the assembly in place. (**Image 3**)
11. Install the 4 factory bolts into the cross-member and tighten them to 42 ft/lbs. Tighten transmission mount nuts to 42 ft/lbs as well.
12. Slide the BMR "loop" up and over the driveshaft and line the mounting holes up with the mounting bracket holes.
13. Insert the supplied 3/8" x 1" bolts and nuts into the mounting holes and tighten with (2) 9/16" wrenches. (**Image 4**)
14. Lower vehicle.



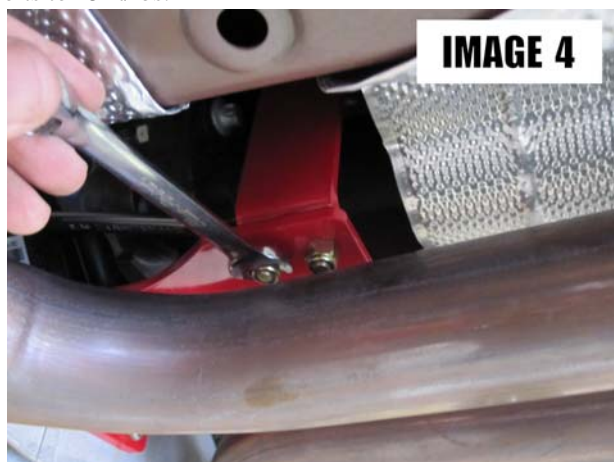
**IMAGE 1**



**IMAGE 2**



**IMAGE 3**



**IMAGE 4**