



TUNNEL MOUNT TORQUE ARM INSTALLATION INSTRUCTIONS

PART # TA011, TA012, TA013, TA014

TOOLS REQUIRED:

- Jack and jack stands
- Wrenches and Sockets: 13mm, 18mm, 21mm, ½", 9/16", 15/16", 1", 1-1/8"
- Pry-bar
- Rubber mallet

INSTALLATION:

1. Lift vehicle and safely support with jack stands under the frame rails.
2. Position the jack under the rear end and lift the rear end slightly.
3. Using a 13mm socket, remove the (4) bolts securing the tunnel brace.
4. Using a 15mm socket, remove the (3) front torque arm bolts on the transmission. The torque arm is secured to the transmission by a "clamshell" type mount that needs to be separated to remove.
5. Move to the rear of the car and remove the (2) torque arm bolts using a 21mm socket and wrench.
6. Raise the jack until it is possible to remove the torque arm from the rear end. Leave the jack in this position once the torque arm has been removed.
7. If you have long tube headers and large, aftermarket exhaust you should be using BMR Part



TA012

TA013

IMAGE 1

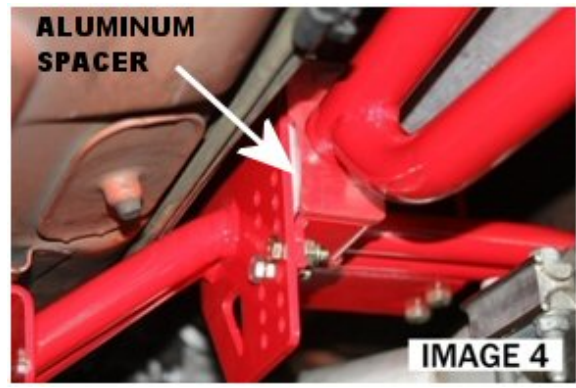


IMAGE 2

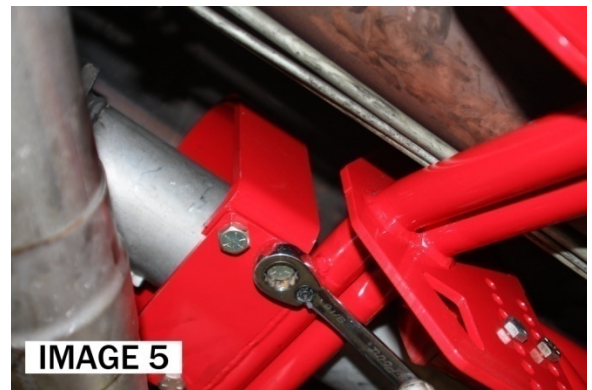
TA012 or **TA014** as shown in **IMAGE 1**. TA012 and TA014 installs over the exhaust while **TA011** and **TA013** installs under the exhaust. Additionally TA012 and TA014 have spacers provided to shim the cross-member if needed. Use the provided 8mm x 40mm bolts if using spacers and the 8mm x 30 bolts without spacers. Mount the BMR cross-member using the appropriate bolts and provided 5/16" washers (**IMAGE 2**). Snug the bolts but do not tighten them yet. **NOTE:** *there are lots of different driveshafts, exhausts, and header combinations that can crowd this area, making universal fitment impossible. If you need more driveshaft clearance on over-the-exhaust models or more exhaust clearance on under-the-exhaust models use 3/8" fenders washers to obtain the desired clearance.*



8. Bolt the BMR torque arm to the rear end using the factory mounting hardware. Torque these bolts to 100 ft/lbs. (**IMAGE 3**)
9. Slide the BMR bushing saddle over the polyurethane bushing.



10. Choose a desired mounting hole then connect the saddle to the BMR cross-member, “sandwiching” the supplied aluminum shim between the bushing and the cross-member mount as shown in **IMAGE 4**. The high-clearance square shoulder bolts go in the top slotted holes of the cross-member and the 5/16” hex bolts go in the bottom (2) holes of the cross-member. Use the smaller 5/16” washers under the nuts.
11. Tighten all (4) bolts using a ½” wrench or socket.
12. If you purchased Part # TA011 or TA013 equipped with the driveshaft safety loop, install that now using the provided 3/8” x 1.25” hex bolts, nuts, and washers (If you did not purchase the driveshaft safety loop this hardware will not be used). Tighten using a 9/16” wrench and socket. Note: if you are using the stock driveshaft, you can install the loop over the shaft by slightly prying it apart. If you have an aftermarket shaft greater than 3” diameter, you will need to unbolt the rear U-joint and slide the driveshaft loop over the shaft from the rear. (**IMAGE 5**)
13. Double-check all clearances then adjust the cross-member side-to-side accordingly. Once satisfied, tighten the cross-member bolts to 20 ft/lbs. using a 13mm socket.



ADJUSTING PINION ANGLE:

1. Lift up the rear end until the frame just comes off the jack stands.
2. From the driver’s side, measure the angle of the drive-shaft using an angle finder gauge.



3. From the driver's side again, place the angle finder gauge on the bottom of the torque arm mount as shown in **IMAGE 6** and record this measurement. The difference between the two measurements is your pinion angle (angle of your pinion relative to the driveshaft). This is the working angle of your rear u-joint.



5. We recommend 1-2 degrees down (pinion pointing downwards) for automatic-equipped cars and 2-3 degrees down for manual-equipped cars. To adjust your pinion angle, simply turn the rear adjuster on the torque arm until you get your desired settings.
6. Once you are happy with your setting, tighten the jam nuts on the adjuster using a 1-1/8" wrench while holding the adjuster with a 1" wrench.
7. Tighten the torque arm cross-bolts using (2) 15/16" wrenches as shown in **IMAGE 7**.
8. Lower vehicle.

