



UCA762 & UCA763 INSTALLATION INSTRUCTIONS

Tools required:

- ½", 15, 18 mm wrenches and sockets.
- 1 ¼" or adjustable wrenches.

Instructions:

1. Raise vehicle and securely support with jack stands, remove the rear wheels.
2. Using a 15 and 18mm wrench, loosen and remove the outer Upper Control Arm Bolt as in **Image 1**.
3. Using two 18mm wrenches, loosen and remove the inner Upper Control Arm Bolt as shown in **Image 2**.
4. Use the stock Upper Control Arm in order to set the length of the Adjustable Upper Control Arm as shown in **Image 3**. This can be done by using two bolts to line up each end of the control arm. Ensure that at the stock length, the length of threads on the rod end and the length of threads on the adjuster are the same, this will ensure that your vehicle will have the largest range of adjustability.
5. Install the provided Stainless Steel rod end spacers in-between the control arm and the mounting location on the knuckle. The flat face of the arm should be facing toward the front of the vehicle.

NOTE: On-car adjustments can be made by loosening locking nut with a 1/2" wrench or socket and loosening the adjuster jam nut with 1 ¼" wrenches or adjustable wrenches. **Threading the adjuster into the Upper Control Arm will provide more negative camber, threading the adjuster out of the Upper Control Arm will provide more positive camber. Remember to re-tighten the adjuster jam nut and the ½" headed screw after adjusting your camber setting.**

6. Re-fasten all Upper Control Arm Bolts using the torque specs listed on the next page.
7. On the passenger side, use the included zip tie and secure the wheel speed sensor to the differential breather tube as shown on the next page in **Image 4**.
8. Replace the wheel and lower vehicle off of jack stands.
9. **It is STRONGLY recommended that you have your vehicle professionally re-aligned.**

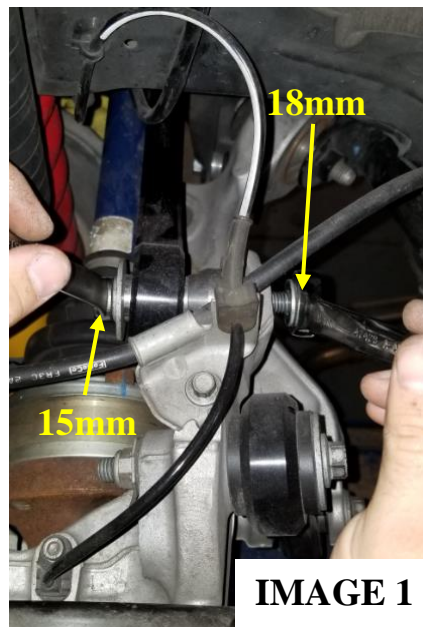


IMAGE 1

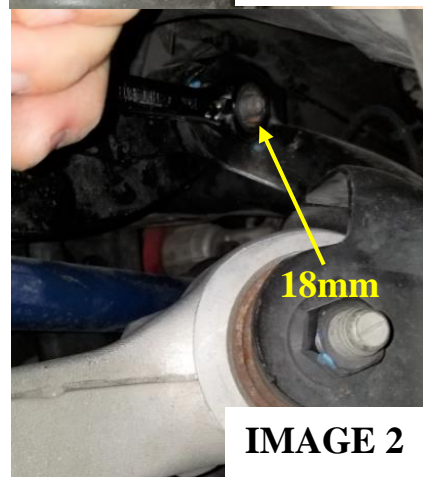


IMAGE 2



IMAGE 3

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This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, buyer assumes all risk of any damage caused to vehicle/person during installation or use of this product.

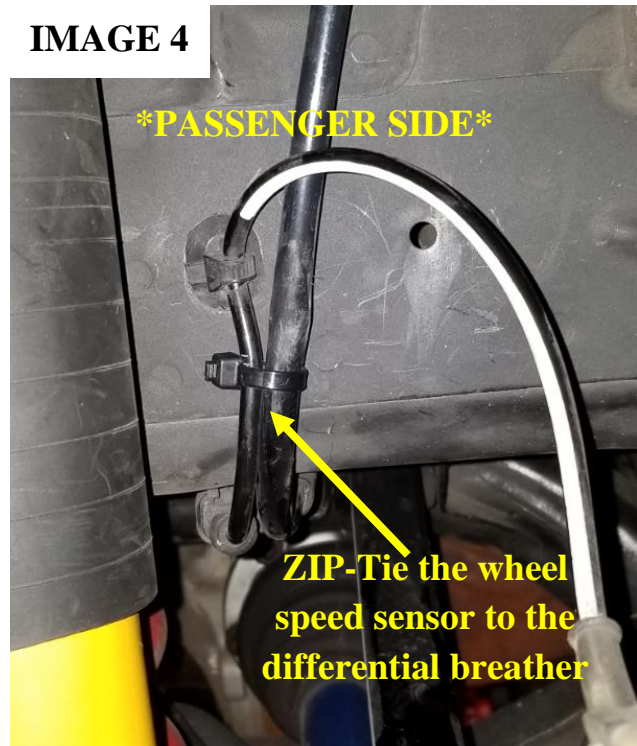


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(NOTE: If you have your arm adjusted for maximum negative camber, you may have to make clearance on the driver side as shown below. The bolt that holds the fuel filler neck may need to be removed and ground down.)



IMAGE 4



Torque Specs:

Outer Upper Control Arm Bolt: 76 lb-ft
Inner Upper Control Arm Bolt: 85 lb-ft

NOTE:

IF YOU PLAN TO FREQUENTLY ADJUST YOUR REAR CAMBER SETTING, USE A SMALL AMOUNT OF ANTI-SEIZING COMPOUND AND TORQUE THE 5/16"-24 ADJUSTMENT CLAMP SCREW TO 10FTLBS.

FOR ALIGNMENTS THAT ARE NOT GOING TO CHANGE FREQUENTLY, USE A BLUE THREAD LOCKING COMPOUND (RECOMENDED) AND TORQUE THE 5/16"-24 ADJUSTMENT CLAMP SCREW TO 14FTLBS.

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