



KM018, KM020 TUBULAR K-MEMBER INSTALLATION INSTRUCTIONS

2011-Present Ford Mustang, GT500

Please take a moment to verify contents of this package before proceeding with the installation. It is the sole responsibility of the Purchaser to inventory these contents before vehicle disassembly. BMR Suspension will not be held responsible for additional labor time, service lift charges, etc. that may occur due to missing items.

INSTALLATION:

1. Lift vehicle and safely secure using stands under the frame rails. Remove both front wheels/tires.
2. Using an 18mm deep socket, loosen the outer tie rod end nuts and knock them loose from the spindles with a brass hammer. **(IMAGE 1)**
3. Loosen and remove the A-arms' ball joint cross-bolts using a 15mm wrench and an 18mm socket. Knock or pry the ball joint loose from the spindle. **(IMAGE 2)**



4. Remove the front steering shaft bolt using a 13mm socket or wrench. **(IMAGE 3)**
5. Unplug the wires from the front of the rack and pinion as shown in **IMAGE 4**.



6. Using a 15mm socket with an extra long extension, remove both motor mount nuts from the top.
7. Support the motor and transmission in preparation for removal of the K-member and A-arms. It is recommended to place a stand under the transmission bellhousing as shown in **IMAGE 5** to the right.
8. Using an 18mm socket, remove all 8 K-member bolts and lower the K-member/A-arm/Rack assembly.

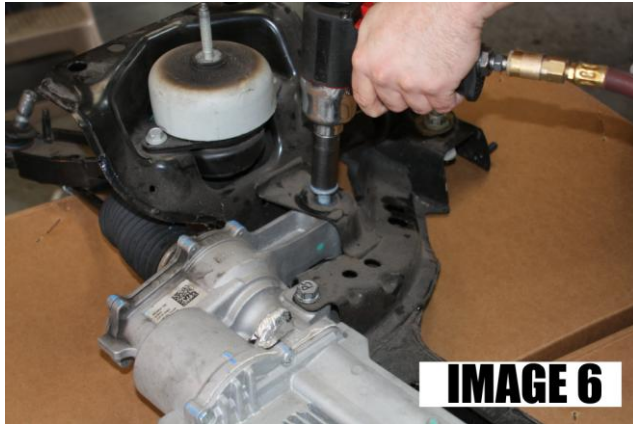




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- Using an 18mm socket, remove the (3) bolts that connect the rack and pinion to the OE K-member. (**IMAGE 6**)
- Using the provided 12mm x 130mm bolts, nuts, and washers, bolt the rack to the BMR K-member using a 19mm wrench and socket. Insert the provided 14mm x 100mm bolt, nut, and washers into the rear mount of the rack and tighten using a 22mm wrench and socket. (**IMAGE 7**)



- If you are re-using the OE A-arms, remove all 4 rear A-arm bolts from the OE K-member using a 21mm deep socket. Using an 18mm socket, remove both front A-arm bolts then remove the A-arms.
- Install the BMR K-member onto the car using the factory mounting hardware. Tighten all 8 K-member mounting bolts to 85 ft/lbs. using an 18mm socket. Lower jack and remove.
- Locate the BMR motor mount hardware and install it as shown in **IMAGE 8**. *NOTE: The assembly is shown with the K-member out of the car for illustrative purposes only.* Line up the motor stands with the mounting bushings on the K-member. It may be necessary to shift the K-member or the motor slightly to get the holes lined up. Once lined up, position the other polyurethane bushings and supplied 2" washers on the bottom of the K-member mounting bracket and insert the supplied 3/8" bolt. The bushings should "sandwich" the K-member mount when installed correctly. Tighten the bushing mounting bolts to approximately 15 ft/lbs. using a 9/16" wrench and 9/16" socket.
- Re-attach the tie rod ends to the spindle and tighten using the 18mm deep socket.
- Plug the electrical connectors back into the rack and pinion.
- Re-install the steering shaft and tighten using a 13mm socket.



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17. Install the OE or BMR A-arms using the supplied aluminum spacers and mounting hardware. The 9/16" x 2.5" bolts go on the rear A-arm mount and the 14mm x 100mm bolts go on the front A-arm mount. As shown in **IMAGE 9**, use the lower hole of the front mount. Tighten the front A-arm bolts to 126 ft/lbs. using a 22mm wrench and socket. Tighten the rear to 110 ft/lbs. using a 13/16" wrench and a 7/8" socket. Also see **IMAGE 10**.
18. Insert the ball joint into the spindle and insert the cross-bolt. Tighten to 40 ft/lbs. using a 15mm wrench and 18mm socket.
19. If using BMR A-arms, grease the inner bushings and outer ball joint as shown in **IMAGE 11**.
20. Re-install wheels/tires and lower vehicle.



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