



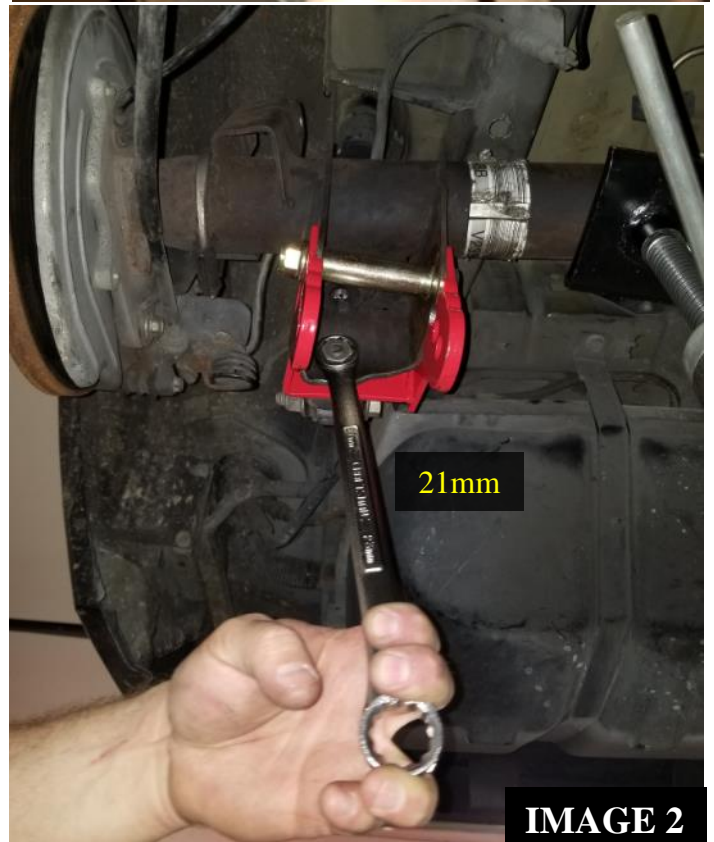
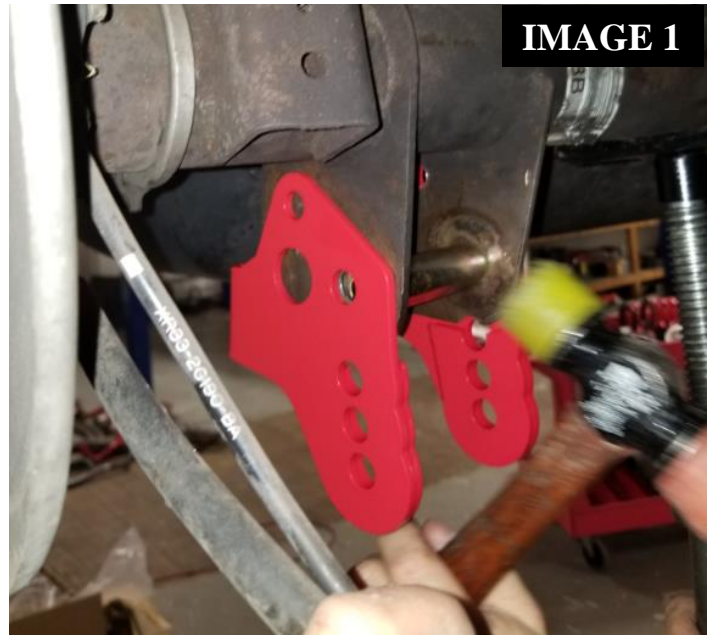
CAB740 INSTALLATION INSTRUCTIONS

Tools required:

- 3/4", 18 and 21mm socket/wrench
- Trim removal pliers

Instructions:

1. Lift vehicle and support rear axle with jack stands.
2. With the jack stands under the axle and the rear suspension loaded at your desired ride height, find a location on both sides of the axles that you can get a measurement for the height of the axle in relation to the body. Take note of this height and of the measuring points.
3. Re-lift the vehicle and support the vehicle securely on the pinch weld or on the jacking locations.
4. With the rear suspension loose, remove the lower shock mount, spring, and lower control arms. Use an 18 and 21mm socket and/or wrench to remove the lower control arm and a 21mm to remove the lower shock mount.
5. Using a rubber mallet, tap the control arm brackets over the factory control arm ears.
6. Place a sleeve between the stock control arm bracket in the location of the factory control arm, and use a nut a bolt to secure that sleeve, do not tighten bolt yet as in **Image 1**.
7. Re-install the shock over the lower control arm bracket, install the nut but do not tighten.
8. With the rear springs removed, raise the rear end to your desired ride height, ensure this by comparing the measurements you made earlier.
9. At this height, by swinging the control arm, it should swing through the centers of all of the bolt holes on the new bracket. If it does not, you can manipulate the bracket to better align it.
10. Once you have found the location of the bracket, that allows the control arms to swing through all of the bolt holes, mark and tighten both the factory control arm bolt and the shock nut. **Ensure this is done before drilling the anchor hole in the next step as in Image 2.**



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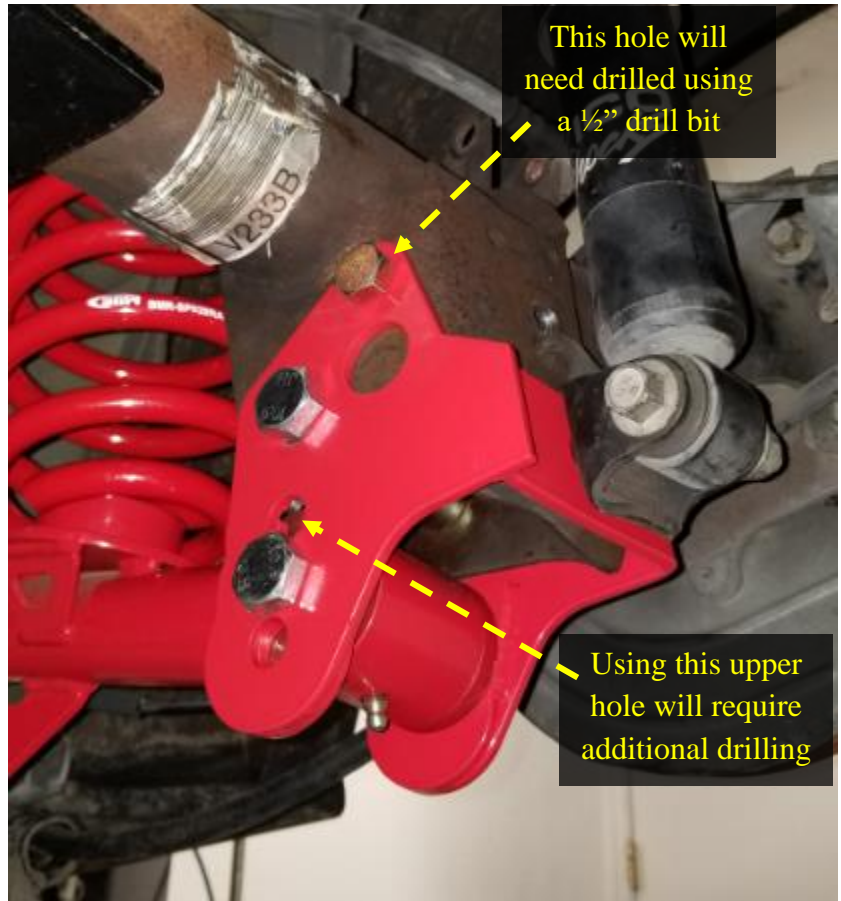


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11. Using the control arm bracket as a guide, use a 1/2" drill bit and drill out this hole as shown, use the supplied 1/2" hardware to anchor the control arm bracket to the stock control arm mounting ear. This hole will keep the control arm bracket at the proper angle to maintain the correct suspension geometry between relocation holes (NOTE: For extra support, you can drill the same hole on the outside of the caliper for added strength. You may be required to remove the caliper and axle flange in order to drill it and this is not required)

(NOTE: if you need to use the highest relocation hole, you may be required to use a 9/16" drill and partially drill the stock mount as shown.)

12. Torque all bolts to supplied torque specifications, reinstall the wheels and lower the vehicle.



M14 lower Control Arm Bolts: 110lb-ft
1/2" Anchor Bolts: 80 lb-ft
Rear Shock Mounting Nut: 66 lb-ft

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