CCK009 INSTALLATION INSTRUCTIONS

RECOMMENDED TOOLS:

Hydraulic jack and jack stands

Wrenches and sockets: 18mm, 21mm, 3/4", 7/8"

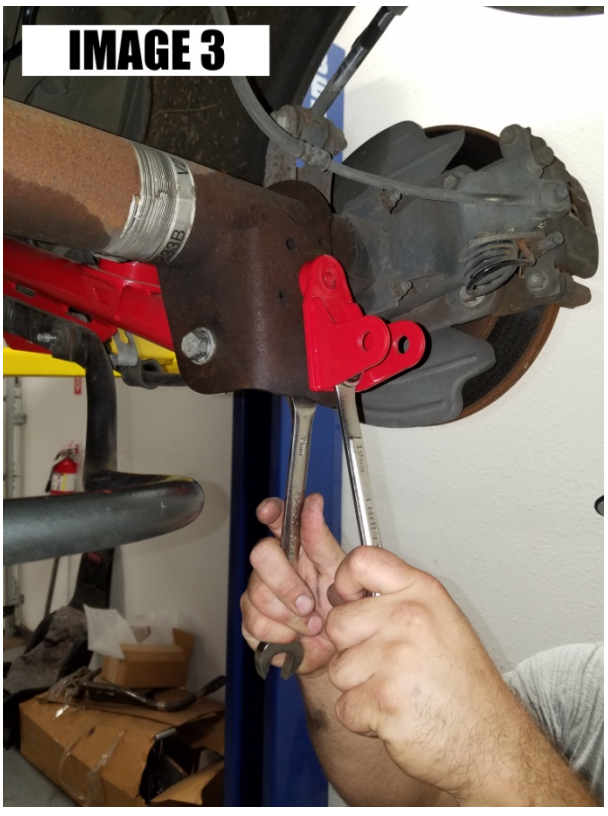
Pry-bar and rubber mallet

Drill with 1/2" drill bit

INSTALLATION:

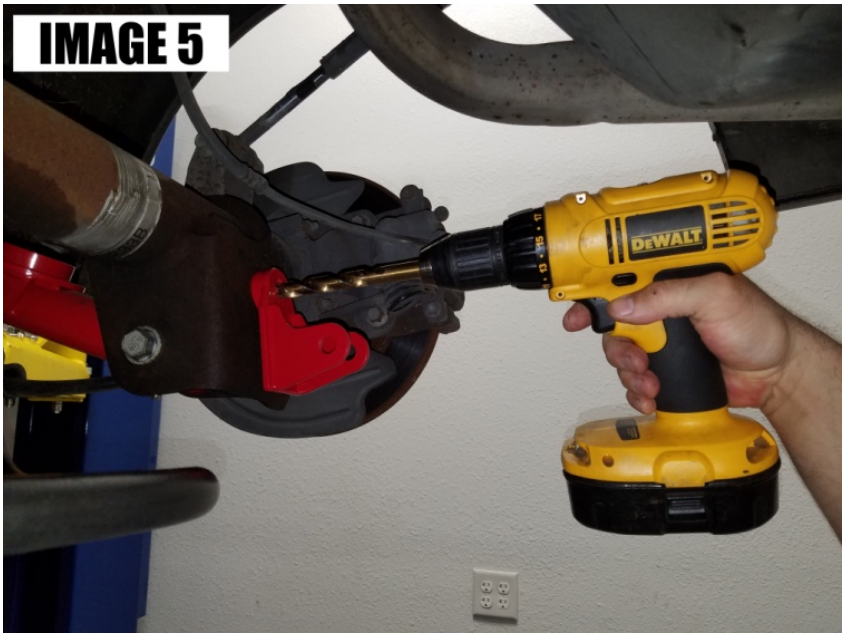
1. Open trunk and remove interior panels to gain access to the upper shock studs.
2. Using a 15mm wrench or socket, remove the upper shock nuts inside the trunk. **IMAGE 1**
3. Lift vehicle and support with jack stands under the frame rails. Remove wheels/tires.
4. Support the axle with a hydraulic jack then remove the lower shock bolts using a 21mm wrench or socket. Remove the shocks.
5. If vehicle is equipped with OE quad shocks, remove them using a 15mm and 18mm wrench or socket as shown in **IMAGE 2**.

6. Lower the rear end and remove the factory coil springs.
7. Bolt the BMR lower bracket to the factory shock mounting hole as shown in **IMAGE 3** using the 1/2" x 1.25" bolt, large washer and lock nut.



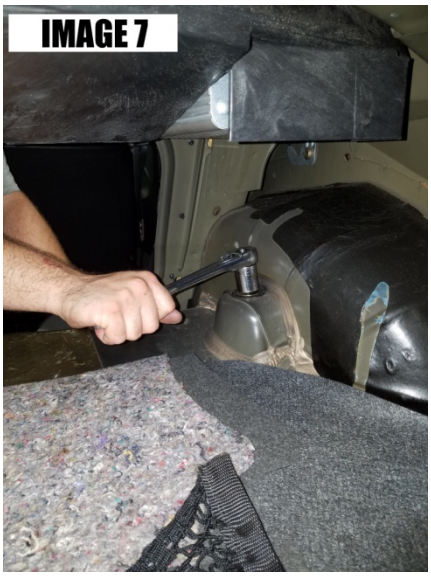
CCK009 INSTALLATION INSTRUCTIONS (Cont.)

8. Place an angle-finder or level on the bracket to make sure it is vertical, then tighten the bolt using two 3/4" wrenches. **IMAGE 4**
9. Using the upper hole as a drill guide, drill a 1/2" hole in the rear end bracket. **IMAGE 5**.
10. Insert a 1/2" x 1.5" bolt, large washer, and lock nut and tighten using two 3/4" wrenches.
11. Now move to the upper shock mount. This mount will require two people to install, one inside the car and one inside the wheel-well. Insert the upper BMR bracket as shown in **IMAGE 6**, inserting the stud through the factory shock mounting hole.
12. Place the 5/8" flat washer and lock nut onto the stud and tighten while the second person holds the bracket from inside the wheel-well using a 3/8" extension or large screwdriver. Tighten the nut using a 7/8" wrench or socket. See **IMAGE 7** on the following page.



CCK009 INSTALLATION INSTRUCTIONS (Cont.)

13. Once the upper and lower mounts are installed, assemble the coil-overs of your choice using the manufacturers recommendations.
14. Install the coil-overs using the provided 1/2" x 2.5" bolts, stainless washers, and poly-lock nuts.
15. Adjust to the desired ride height, re-install wheels/tires, and lower the vehicle.



COIL-OVER RECOMMENDATIONS:

For a 1"-3" lowering, we recommend the following Viking coil-over or a coil-over with specs similar to these below:

Viking Part #**C209-W**

- Bearing style ends suggested, bushing style ends not recommended
- Most coil-overs are available in two different mounting widths, 1" and 1.25". BMR brackets are designed to accommodate a 1.25" width. The **W** in the part number above dictates the wider bearing.

Shock Specs: Compressed height - 11.57

Extended height - 17.32

Shock stroke - 5.75

Recommended shock height (eye-to-eye) - 13.875-15.125

Spring Specs: This coil-over and most with similar specifications as listed above will accommodate either a 10" or 12" long spring. As a general rule of thumb, for spring rates 150 lbs/in and lower we recommend a 12" spring, and rates 175 lbs/in and higher should use a 10" long spring.