



SFC110 SUBFRAME CONNECTORS

Tools required:

- Ramps or jack and jack stands
- Ratchet with 10mm, 13mm, 15mm, 3/4" sockets
- Drill with 1/2" drill bit

NOTE: For illustrative purposes, exhaust was removed for this installation.

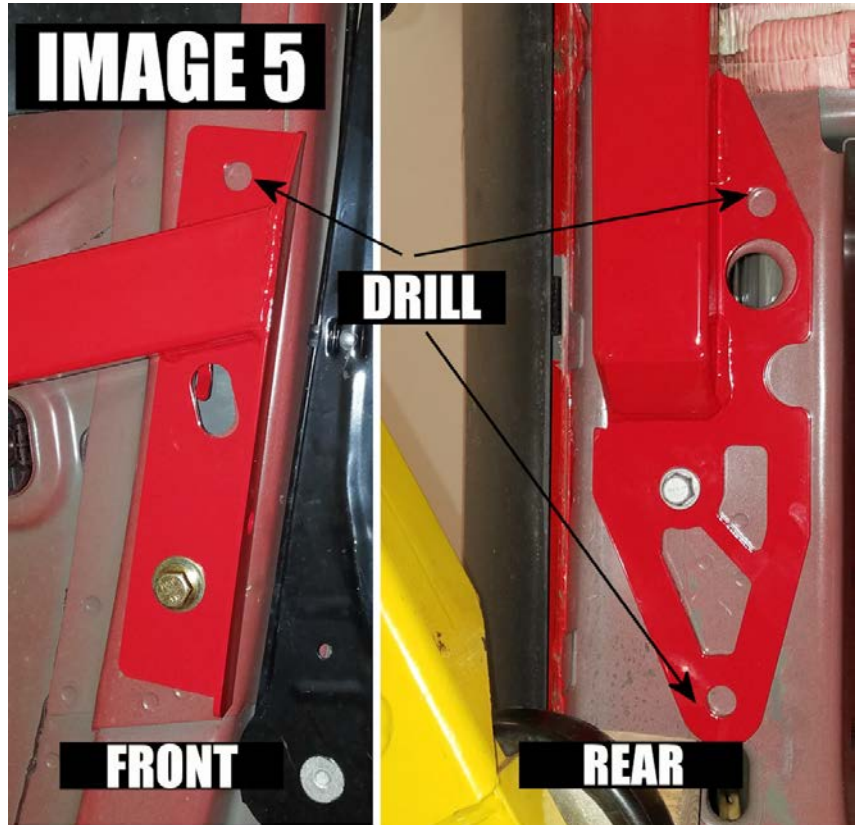
Installation:

1. Place vehicle on ramps or lift vehicle and secure on jack stands. Make sure jack stands don't interfere with the mounting area of the jacking rails.
2. Using a 13mm socket, remove the rear plastic jacking pad and plastic as shown in **IMAGE 1**.
3. Remove the larger plastic panel that covers the gas tank. These have five 10mm screws and 3 plastic clips per side. **IMAGE 2**.
4. Insert the long frame insert into the front frame rail as shown in **IMAGE 3**. It should just hang out of the slotted hole as shown in **IMAGE 4**.
5. Hold the jacking rail up into place on the subframes. The rear should attach using the factory jacking pad bolt that was removed in step 2.
6. On the front frame rails, some years had a threaded hole while others did not. If your car has the threaded holes, insert the provided 10mm flanged bolt and washer and tighten the bolt to hold the jacking rail in place. If your vehicle did not have threaded holes, you will need to hold the jacking rail in place with a jack until a new hole is drilled.



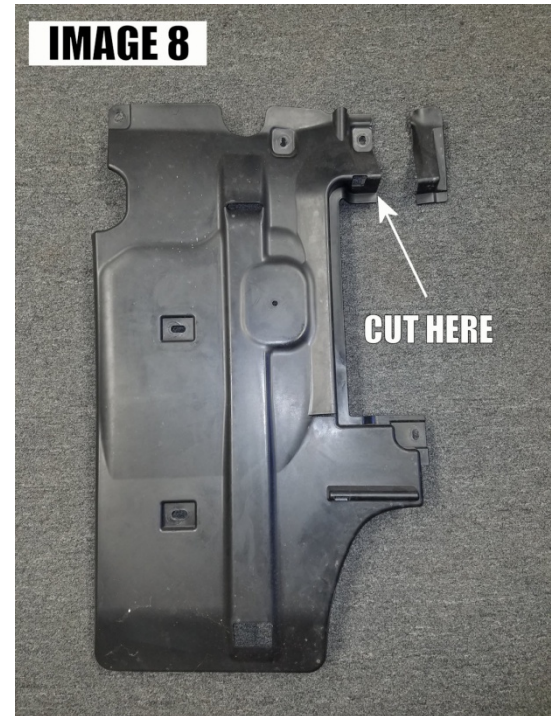
SFC110 SUBFRAME CONNECTORS (Continued)

7. Once in place, you will need to drill three 1/2" holes as shown in **IMAGE 5**. *NOTE: If your vehicle does not have a factory threaded hole in the front frame rail, you need to drill a 4th hole in the front frame rail, using the hole in the BMR jacking rail as a drill guide.*
8. In the rear, insert the two smaller inserts into the frame holes as shown in **IMAGE 6 and 7**.
9. Using the provided 1/2" x 1" bolts and washers, thread them into the inserts and tighten to 75 ft/lbs.
10. Proceed to the front. Thread another 1/2" x 1" bolt and washer into the previously installed frame insert in the front and tighten to 75 ft/lbs. If you had to drill a 4th hole in the frame rail, insert another 1/2" x 1" bolt and washer and tighten.



SFC110 SUBFRAME CONNECTORS (Continued)

11. Duplicate steps 2-10 for the other side of the vehicle.
12. Once both sides are installed it will be necessary to trim the plastic as shown in **IMAGE 8**. This can be done with a hack saw or tin snips.
13. Once trimmed, re-install the plastic on both sides.
NOTE: the smaller plastic shield and original plastic jack pad will not be re-installed.
14. Lower vehicle.



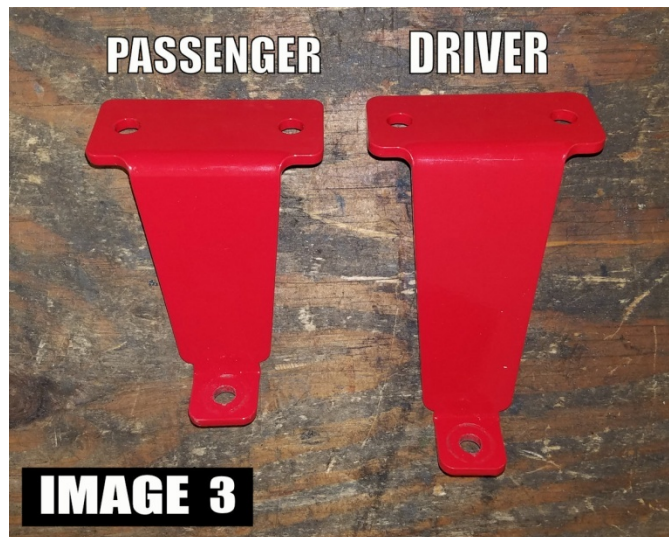
SFC110 SUBFRAME CONNECTORS (Continued)

TRIANGULATION TUBE INSTALLATION:

1. Choose a side and hold up one of the triangulation tubes as shown in **IMAGE 1**. Both sides are the same.



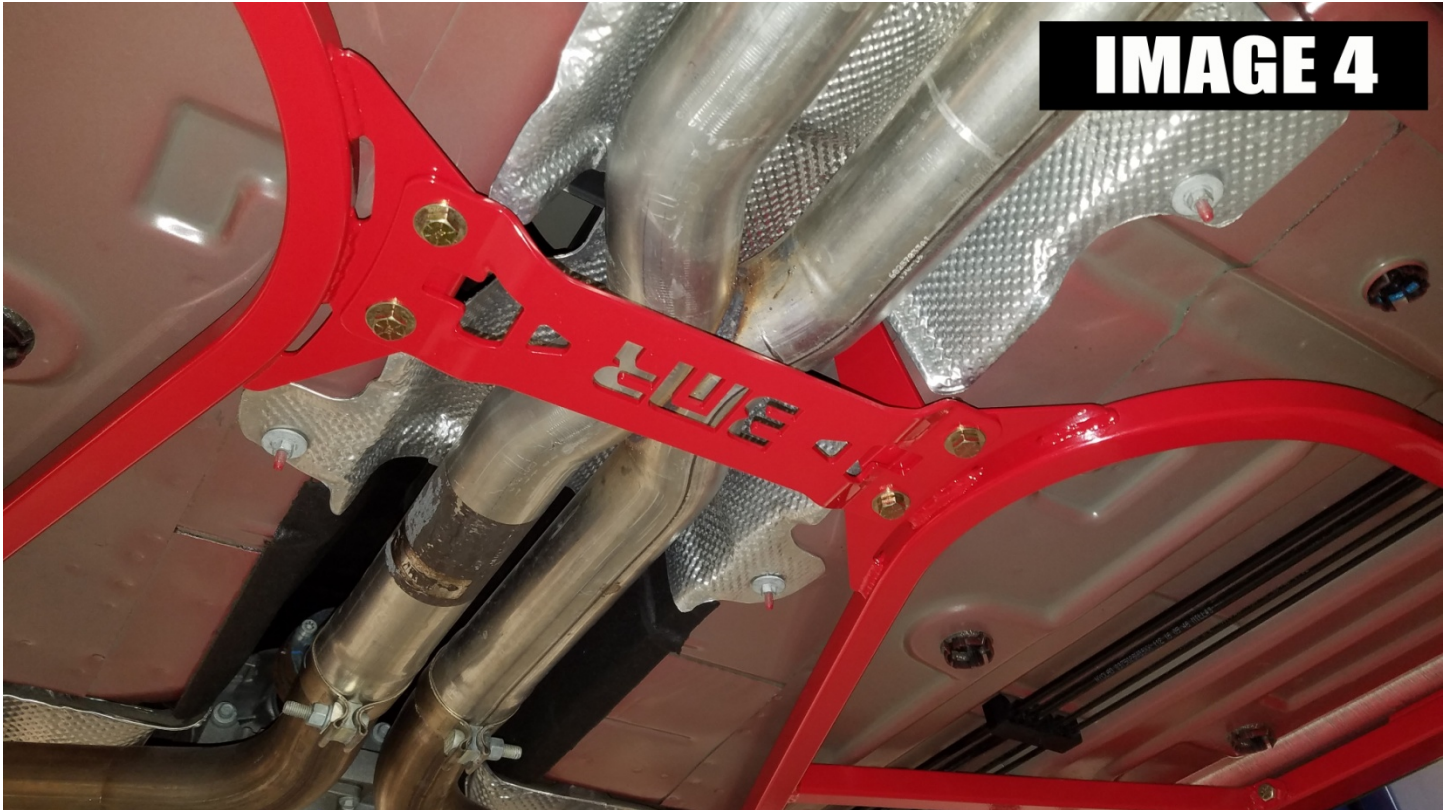
2. Using the supplied 3/8" x 1" bolts and washers, connect the triangulation tube to the outer subframe connector. There are 5 bolts per side. Use a nut and washer on the front bolts. **IMAGE 2**.
3. Repeat for the other side.



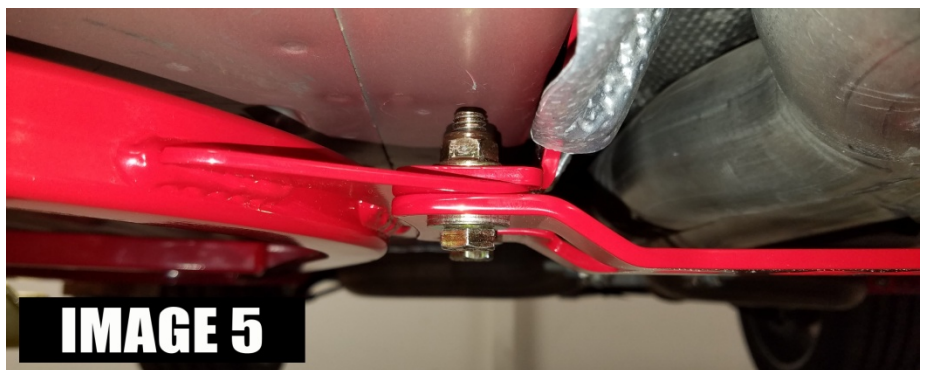
4. Remove the carrier bearing bolts using a 13mm socket. Using **IMAGE 3** to identify the parts, bolt the appropriate BMR brackets onto the carrier bearing mount. **NOTE:** the BMR brackets sit below the subframe connector bracket as shown in **IMAGE 5** on the next page.

SFC110 SUBFRAME CONNECTORS (Continued) TRIANGULATION TUBE INSTALLATION:

- Using the supplied 3/8" x 1.25" bolts, washers, and nuts, bolt the BMR crossmember to the subframe connectors as shown in **IMAGE 4**. Note the order in which the mounting plates stack as shown in **IMAGE 5**.



- Tighten all bolts then lower vehicle.



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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.