

## KM018, KM020 TUBULAR K-MEMBER INSTALLATION INSTRUCTIONS

2005-2014 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.*

### 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.
8. Using an 18mm socket, remove all 8 K-member bolts and lower the K-member/A-arm/Rack assembly.

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9. Using an 18mm socket, remove the (3) bolts (If you have a 2005-2010 model you will only have 2 bolts) that connect the rack and pinion to the OE K-member. (**IMAGE 5**)
10. 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 (2011-2014 models only) and tighten using a 22mm wrench and socket. (**IMAGE 6**)



11. 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.
12. 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.



13. Locate the BMR motor mount hardware and install it as shown in **IMAGE 7**. *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.
14. Re-attach the tie rod ends to the spindle and tighten using the 18mm deep socket.
15. Plug the electrical connectors back into the rack and pinion.
16. 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. 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 8**.



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.
20. Re-install wheels/tires and lower vehicle.