

1993-2002 GM F-Body Adjustable Lower A-Arms
Item # 2309



Box Contents

Qty	Part #	Description
1	2309 Driver	Driver Lower A-Arm
1	2309 Passenger	Passenger Lower A-Arm
4	XMR12	Right Hand Rod End (mounted)
4	2300H	Aluminum Bushing (mounted)
4	2300G	Aluminum Bushing (mounted)
4	0026	Jam Nut (mounted)
2	2649 Kit	Sway Bar end-link Kit
8	1000035	M10 Flat Washer
4	1000037	M10 Nylon Lock Nut
4	1000041	M10 x 100mm Bolt
1	3053 Install Instructions	3053 Install Instructions

Notes:

Before installation, verify box contents are correct and read through instructions completely. Always ensure proper support when working under a vehicle. Use approved jack stands when using a floor jack as well as proper technique for securing your car while on a drive-on lift.

Tools required:

Jack & Jack Stands
SAE wrenches and sockets
Ball Joint Separator

Installation

1. Jack up front of vehicle and place jack stands under vehicle frame. Do not support vehicle using A-Arms.
2. Begin with one side and remove wheel. Note: This installation may be performed easiest with brake assembly and rotor removed. This can be completed now.
3. Locate lower ball joint in the factory A-Arm and remove cotter pin, loosen ball joint nut but do not remove. Unbolt the shock from lower A-Arm and remove sway bar end link.
4. Remove ball joint nut and separate steering knuckle from A-Arm, this may require a ball joint separator. Tie up or support steering knuckle making sure not to put too much pressure on tie-rod ends. If you find it easier to remove the steering knuckle from the vehicle this can be done now, if installing new upper A-Arms the steering knuckle must be removed.
5. Locate (2) bolts attaching A-Arm to the K-member, loosen and remove both bolts. Bolts may be hard to remove but will come out moving the A-Arm back and forth. Remove A-Arm from the vehicle.
6. Locate new A-Arm for the correct side of the vehicle. Each A-Arm will only fit on one side. Install A-Arm into K-member using the factory bolts removed in step 5. Note: If you removed the spindle re-install it at this time.
7. Swing lower A-Arm up and attach ball joint into the steering knuckle using the new nut and cotter pin supplied.
8. Now reinstall shock using the supplied bolts. (**Note: KYB large bushing shocks may require installation of (4) flat washers as spacers to allow clearance and optimize ride height**).
9. Tighten both upper and lower A-Arms and re-install brake and rotor assembly if removed. Install wheel, repeat steps 1-9 on opposite side.
10. Once both sides are completed lower vehicle to ground. Torque all (4) A-Arm bolts with suspension loaded and all (4) upper A-Arm bolts (if applicable) also tighten all jam nuts on the rod ends. You may wish to place a small amount of thread locker on each jam nut to prevent nuts from coming loose. **Check jam nuts often for tightness.** Grease ball joints.
11. Upon completion of both driver and passenger side A-Arms, install the new sway bar end links and tighten to factory specification. Re-install wheel(s).

End-links should be assembled to the sway bar as shown in the figure to the right. Once everything is installed to the sway bar, lock the two upper jam nuts. Also, lock the lower jam nut against the rod end.

Sway-Bar
Bushing Washer
Sway Bar Bushing
Bushing Jam Nuts
Rod-End Jam Nut
Rod-End

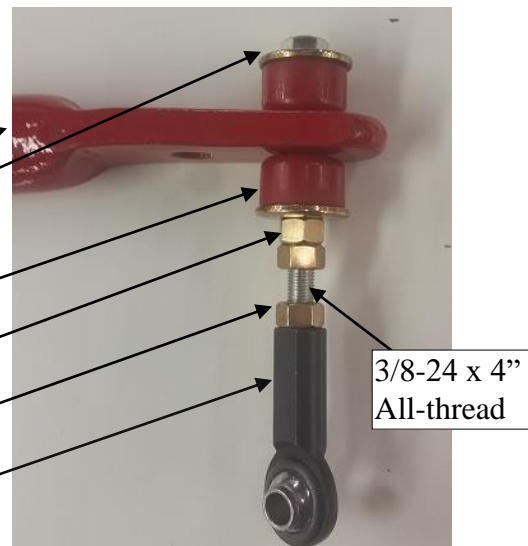


Figure 1: Sway Bar End-Link Assembly Diagram.



Image 1- Lower A-Arm with shock installed.

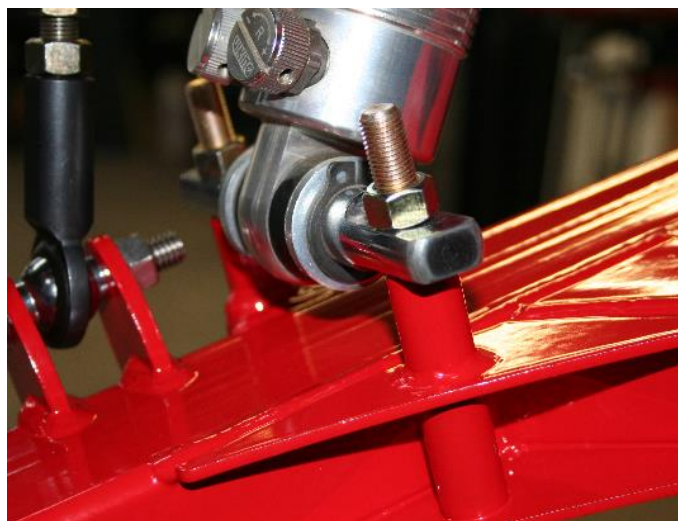


Image 2- Lower A-Arm Installed with shock bolted in place using supplied bolts and nuts.



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Installation Instructions
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93-02 GM F-Body Front Lower A-Arms

UMI Performance Inc.
Made in Pennsylvania, USA