

1993 – 2002 GM F-Body Boxed Adjustable Lower A-Arms

P/N 2314



Box Contents

Includes:

- (1) 2314 Driver Front Lower A-Arm
- (1) 2314 Passenger Front Lower A-Arm
- (2) 101-10049 Ball Joint (Assembled)
- (4) XMR12 Rod End (Assembled)
- (4) 2300G Aluminum Bushing (Assembled)
- (4) 2300H Aluminum Bushing (Assembled)
- (4) 3/4-16 Jam Nut (Assembled)
- (1) Hardware Kit
 - (2) PCYFR6T--High Misalignment rod end
 - (4) Sway Bar Biscuits
 - (4) Sway Bar Washer
 - (2) 3/8-24 x 4" All-Thread Bolt
 - (6) 3/8-24 Nut
 - (2) 3/8-16 x 2" Bolt
 - (2) 3/8-16 Lock Nut
 - (2) 3/8 Flat Washer
 - (2) 1/2-13 x 2½" Bolt
 - (2) 1/2-13 Lock Nut
 - (2) 1/2 Flat Washer

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:

SAE wrenches and sockets
Ball Joint Separator
Car lift or Jack & Jack Stands

Installation

1. Raise car to a comfortable working height using the method of your choice. Follow applicable safety procedures.
2. Remove wheel(s). **NOTE:** This installation may be performed easiest with brake caliper and rotor removed. This can be completed now.
3. Then loosen and remove front sway bar end links (top and bottom) from both driver and passenger side. This will allow you to rotate the sway bar out of the working area.
4. Loosen and remove outer tie rod from spindle.
5. Remove the cotter pin and loosen the castle nut on the lower A-Arm, **DO NOT remove completely at this time.**
6. Using a ball joint separator or pickle fork, separate the ball joint from the spindle but do not remove completely.
7. If the spring is still under compression, use jack to lift lower A-Arm until castle nut can be removed. ****CAUTION** Slowly** let down the jack to relieve spring compression.
8. Unbolt the shock from lower A-Arm.
9. Loosen and remove the lower A-Arm from the K-member.
10. If a new shock is to be installed, you may install it now.
11. Locate #2314 A-Arm for the correct side of the vehicle. Install the new #2314 A-Arm into the K-member using factory bolts or the purchased bolt kit.
12. Now, reinstall shock. Install the shock using the included 1/2" bolt, washer, and lock nut.
13. Swing lower A-Arm up and attach ball joint into the spindle using the new nut and cotter pin supplied. Use a jack under the new A-Arm to compress spring if needed.
14. Locate 3/8-24 bolt, 3/8-24 nuts, rod end, and sway bar biscuits and washers. Combine those items to make the sway bar end links as shown in *Figure 1*. The sway bar is inserted in between the biscuits. The end link rod end will be attached to the A-Arm in step 16.

15. Re-install the outer tie rod to spindle.
16. Double check that all nuts and bolts are moderately tight with hand tools, then reinstall brake caliper and rotor, but leave the wheel off in preparation for step 16.
17. Repeat steps #2 - #15 on opposite side.
18. 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

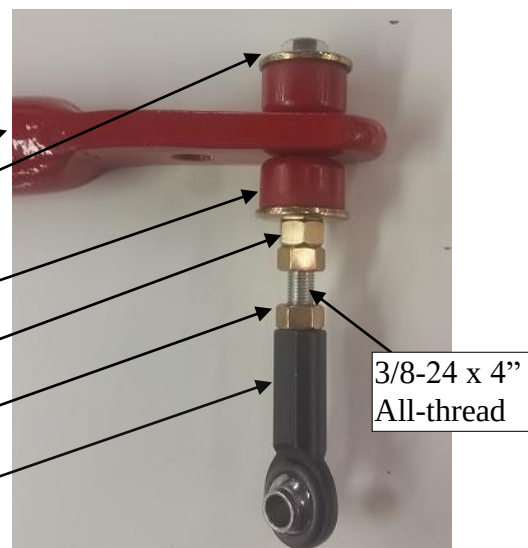


Figure 1: Sway Bar End-Link Assembly Diagram.



Figure 2: Driver Side Arm Installed.



Figure 3: Installed View of Upper and Lower A-arms.



509 Hemlock St
Philipsburg, PA 16866
Ph- 814.343.6315 Fax- 814.343.6318
Installation Instructions
support@umiperformance.com
www.umiperformance.com

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UMI Performance Inc.
Made in Philipsburg, PA - USA