

1993 – 2002 GM F-Body Front Upper A-Arm Mounts  
 P/N#2335



Box Contents

| Qty | Part #         | Description              |
|-----|----------------|--------------------------|
| 1   | 2335 Driver    | Driver Side Mount        |
| 1   | 2335 Passenger | Passenger Side Mount     |
| 2   | 1000013        | 1/2-13 Lock Nut          |
| 2   | 1000015        | 1/2" Flat Washer         |
| 8   | 1000035        | M10 Flat Washer          |
| 8   | 1000037        | M10 Lock Nut             |
| 8   | 1000090        | M10-1.5x35mm Flange Bolt |
| 2   | 1000104        | 1/2-13 x 2.25" Bolt      |
| 2   | 2655M          | 0.375" Spacer            |
| 2   | 3044D          | 0.250" Spacer            |

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:**

Sockets and Wrenches  
 Hammer and Pickle Fork  
 Jack and Jack Stands

**Installation**

- 1) Raise car to a comfortable working height using the method of your choice. Follow applicable safety procedures.
- 2) Remove the driver side wheel and set it aside

- 3) Unhook the brake caliper from the brake bracket by removing the two bolts that thread into the guide pins. Be sure to support the caliper up and out of the way (*Figure 1*).
- 4a) If you have UMI coilovers and the upper shock mounts as shown in *Figure 2*, remove the upper shock bolt from the tabs.
- 4b) If you still have the factory style strut, remove the strut from the lower A-arm and leave the upper mount attached for now. The upper part of the strut will be removed in Step 7.
- 5) Next, use a jack or jack stand to support the lower A-arm before separating the upper ball joint on the spindle (*Figure 3*). This ensures the A-arms are not damaged and prevents the spindle from falling.
- 6) Separate the upper ball joint from the spindle using a large hammer or pickle fork (*Figure 4*).
- 7) You are now ready to remove the factory upper A-arm mount.
  - a) If you have UMI coilovers, you will need to pop the hood and remove the (4) bolts and nuts that stick through the strut tower. *Figure 5* shows the mount has been removed.
  - b) If you have a factory style strut, upper mount and strut will both be removed together. You will need to pop the hood and remove the (4) nuts from the studs that stick through the shock tower. *Figure 5* shows the mount has been removed.
- 8) Remove the upper A-arm from the factory mount and attach it to the new UMI mount. Be sure to insert A-arm bolts from inside to outside as shown in *Figure 6*. Use figure below to determine what hole locations to use.
- 9) Attach the new upper mount and A-arm back into the car using the (4) new M10x35 mm bolts and M10 washers and lock nuts. Tighten to 33 ft-lbs or moderately tight with normal hand tools.
- 10) If a new coilover is being installed, attach the T-bar to the lower A-arm. Then use the slip spacers with the 1/2" bolt to attach the coilover to the new upper mount (*Figure 7*). If you're your coil over has a 1" wide bearing use the 3/8" spacer. If you're your coil over has a 1-1/4" wide bearing use the 1/4" spacer. Tighten to 65 ft-lbs or moderately tight with hand tools.
- 11) Reattach upper ball joint to the upper A-arm. Tighten and insert new cotter pin.
- 12) Reattach brake caliper and wheel. Tighten to manufacturers specifications.
- 13) Perform steps 2-13 on other side of vehicle. Installation Complete!

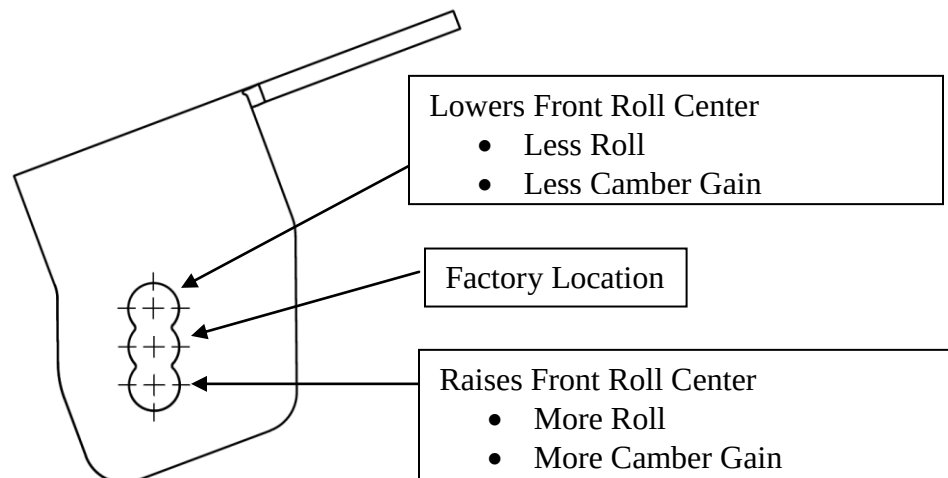




Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8

**Item #2335**

93-02 F-Body Front Upper A-arm Mount  
UMI Performance Inc.  
Made in Philipsburg, PA - USA

**DISCLAIMER OF WARRANTY**

THE PURCHASER ACCEPTS ALL RESPONSIBILITY FOR THE FINAL USE OF THE PRODUCTS PURCHASED AND SHALL HOLD UMI PERFORMANCE INCORPORATED AND ITS REPRESENTATIVES HARMLESS IN ANY LEGAL PROCEEDING ARISING FROM THE USE OF SUCH PRODUCTS.

UMI PERFORMANCE INCORPORATED DOES NOT WARRANT, GUARANTEE, OR MAKE ANY REPRESENTATION REGARDING THE USE, OR THE RESULT OF THE USE OF ANY PERFORMANCE PRODUCT MANUFACTURED OR DISTRIBUTED BY UMI PERFORMANCE INCORPORATED. PURCHASER ASSUMES THE ENTIRE RISK AS THE RESULT AND PERFORMANCE OBTAINED FROM THE INSTALLATION AND USE OF SAID PERFORMANCE PRODUCTS. UMI PERFORMANCE INCORPORATED ASSUMES NO RESPONSIBILITY FOR AND HEREBY DISCLAIMS ALL WARRANTIES, ORAL OR WRITTEN, EXPRESS OR IMPLIED INCLUDING WITHOUT LIMITATION, THE WARRANTIES OF MERCHANTABILITY AND OF FITNESS FOR A PARTICULAR PURPOSE.

ALL PARTS ARE WARRANTED TO BE FREE OF DEFECT AT THE TIME OF PURCHASE. WARRANTY IS ONLY EXTENDED TO REPLACEMENT OF PARTS FROM UMI PERFORMANCE INCORPORATED AND DOES NOT COVER LABOR, TOWING OR ANY OTHER DIRECT OR INDIRECT COST. UMI PERFORMANCE INCORPORATED IS NOT RESPONSIBLE FOR ANY CONSEQUENTIAL DAMAGE, EXPENSE OR INJURY ARISING FROM THE USE, MISUSE OR IMPROPER INSTALLATION OF ANY PRODUCT MANUFACTURED AND/OR SOLD BY UMI PERFORMANCE INCORPORATED.