

1993 – 2002 GM F-Body Front Upper A-Arm Mounts
 P/N#2336



Box Contents

Qty	Part #	Description
1	2336 Driver	Driver Side Mount
1	2336 Passenger	Passenger Side Mount

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) In order to access the driver side strut mount bolts, the brake master cylinder and the ABS control module must be loosened (*Figure 1 and Figure 2*).
- 3) Remove the driver side wheel and set it aside.
- 4) Use a jack or jack stand to support the lower A-arm before separating the upper ball joint from the spindle (*Figure 3*). This ensures the A-arms are not damaged and prevents the spindle from falling.

- 5) Separate the upper ball joint from the spindle using a large hammer or pickle fork.
- 6) The front sway bar end-link also needs to be removed. This will allow the lower A-arm to swing down and out of the way.
- 7) Remove the (4) fasteners that hold the strut to the shock tower. Two are located under the brake master cylinder and the other two attach to the strut tower brace (*Figure 4*).
- 8) Unbolting the shock from the lower A-arm will now allow you to remove the full assembly shown in *Figure 6*. It contains the shock, spring, upper A-arm, and A-arm mount.
- 9) Set the full strut assembly on the work bench for dis-assembly. There should be a rubber isolator on top of the mount. This isolator will NOT be used with the new UMI mounts. The upper A-arm and mount should simply slide off the strut.
- 10) Unbolt the upper A-arm from the factory mount by removing the two bolts. Keep the upper A-arm bolts for re-assembly and store the old factory mount in a safe place.
- 11) Place the upper A-arm into the new UMI mount and use the two factory bolts to gently tighten. Do NOT fully tighten at this time. Refer to the image below for what hole to use.

TECH TIP: When inserting the two factory bolts to attach the upper A-arm, put the nut end of each bolt on the outside of the mount. This allows for easier maintenance.

- 12) Slide the new upper mount and A-arm back onto the strut and place it back into the car.
- 13) Re-attach the (4) fasteners up at the strut tower and tighten to 55 ft/lbs. Re-attach the lower strut T-bar to the lower A-arm and tighten to 45 ft/lbs. Re-connect Sway bar end-link.
- 14) Re-connect the upper ball joint to the upper A-arm, tighten, and insert new cotter pin.
- 15) DO NOT FORGET to final tighten the two bolts that attach the upper A-arm to the new UMI mount. Tighten to 55 ft/lbs or moderately tight with normal hand tools.
- 16) Repeat steps 3 – 15 on passenger side of vehicle.
- 17) Reconnect the brake master cylinder to the firewall and tighten down the ABS control module to its bracket. Installation Complete

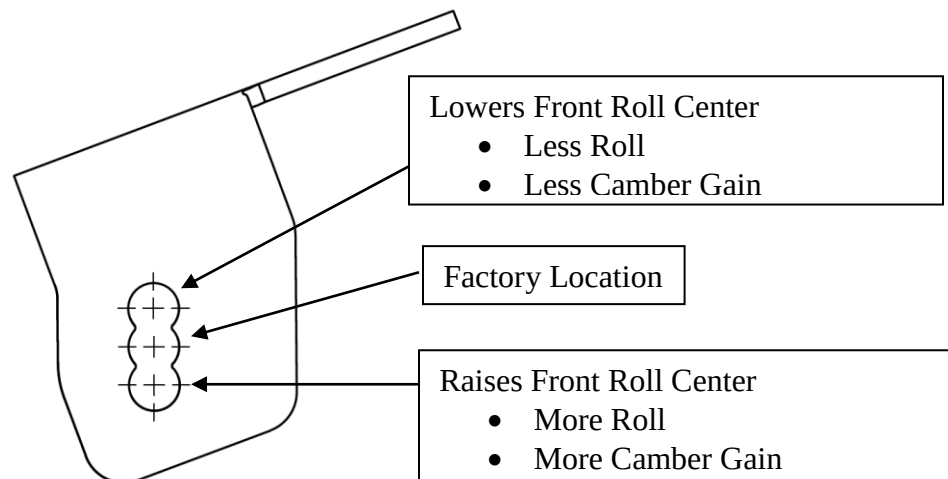




Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8

DISCLAIMER OF WARRANTY

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