

1982-1992 GM F-Body Tubular K-member
P/N 2401, 2402, 2403, 2404, 2407, 2408



Please find included in this kit:

Qty 1	UMI k-member
Qty 6	M12 x 40 flange head bolts
Qty 12	3/8" x 1" bolts
Qty 12	3/8" flat washers
Qty 12	3/8" lock washers
Qty 6	Nylon cable ties
Qty 2	LSX engine mount adapters (P/N 2403, 2404)
Note:	P/N 2401 and 2403 include perches sized for factory springs. P/N 2402 and 2404 include P/N 2405 support straps. If converting from factory spring to coilover at a later date, order P/N 2405.

Tools required:

Floor jack or lift
Jack stands if using floor jack
Wheel removal tools
Common hand tools (such as 1/2" drive ratchet/applicable sockets – 16mm for M12's, 9/16" for 3/8" x 1")
Ft-lb torque wrench
Anti-seize compound

Notes:

The UMI P/N 2031 lower a-arms are a direct bolt-on.
Factory a-arms require clearance in two locations as shown in the photos on page 3.

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Removal instructions

1. Support vehicle on lift and remove front tires. If performing installation on the ground place jack stands under front sub frame letting the suspension hang freely. Be sure vehicle is properly supported and e-brake is applied if rear tires are on ground.
2. Remove front sway bar end links from a-arms and tie rods from spindle.
3. Remove both lower a-arms by separating ball joint from strut. Use care when removing compressed coil spring.
4. Support engine from above by strapping to a strut tower brace or other suitable device. If working from underneath, support using a wooden block and apply slight pressure to bottom of oil pan.
5. Remove front support braces attaching factory k-member to chassis.
6. Remove nuts from motor mount bolts.
7. Disconnect brake lines at junction block and at rubber to hard-line connection.
8. Remove six fasteners attaching k-member to chassis and pull the engine mount bolts to drop factory k-member. Take care as factory k-member weighs 48+ lbs.
9. Clean mounting surfaces in preparation for UMI k-member.

Installation instructions

1. If installing SBC, fasten engine mount to engine. You can use the factory rubber encapsulated mount, UMI P/N 0051 or most other factory compatible aftermarket V8 mounts. Leave fasteners loose to ease installation of remaining items.
2. If installing LSX engine, fasten LSX adapter to engine. Leave fasteners loose to ease installation of remaining items.
3. Locate UMI k-member by placing pins into factory pin guide holes.
4. Install six M12 x 40 flange bolts with threads coated with anti-seize compound. Start all six but do not final tighten.
5. If using factory style springs, the k-member should go on first followed by the spring perch as shown in the above photo. If using coilovers, the coilover strap is installed in place of the spring perch.
6. Install engine mounts to pads and secure loosely with 3/8" x 1" fastener, flat washer (then mount and pad), lock washer then nut.
7. Lower engine in to car, and install the long 12mm bolts to secure the engine.
8. If fitment and final assembly trouble occurs, loosen bolts until main bolt can pass through. Retighten.
9. Installation Tip for Solid Motor Mounts: If installing long motor mount bolts is difficult, try installing bolts from opposite side. Solid motor mounts do not offer movement making the installation difficult and tight tolerance. Having a buddy rock the engine while trying to install bolts may be required. Light tapping to install the long bolt may be required.
10. Install triangle brackets from chassis to k-member. Use 3/8" x 1" with flat washer under head, brace, lock washer then nut. Install loosely to ease installation.
11. After everything is properly located, begin final tightening. K-member fasteners should be torqued to 90 ft-lb while 3/8" x 1" should be torqued to 45 ft-lb, Engine mount through bolts (horizontal long bolt) should go to 70 ft-lb. K-member installation is now complete.

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12. Remove engine retention whether it be blocked from oil pan or hanging from strut brace or other device.
13. Install lower a-arms and coil spring.
14. Install tie rods and sway bar end links.
15. Reattach brake lines and bleed brakes. Use included zip ties to secure brake lines at desired location. Due to differences in brake line solutions we provide zip ties for a universal fit. Please ensure brake line routing is safe and secure.
16. Install front tires and remove vehicle from jacks or lift. Be sure to tighten lugs in a criss-cross pattern to specified torque.
17. Carefully test drive vehicle.
18. Have vehicle aligned or verify alignment.
19. Recheck fastener torque 100 miles after installation.

Installation photos (for reference only)



Fastening UMI k-member to chassis



Fastening factory brace to UMI k-member



Clearance grind as shown



Clearance grinding on factory arm

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K-MEMBER

1982-1992 GM F-Body K-Member
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Made in Pennsylvania, USA

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