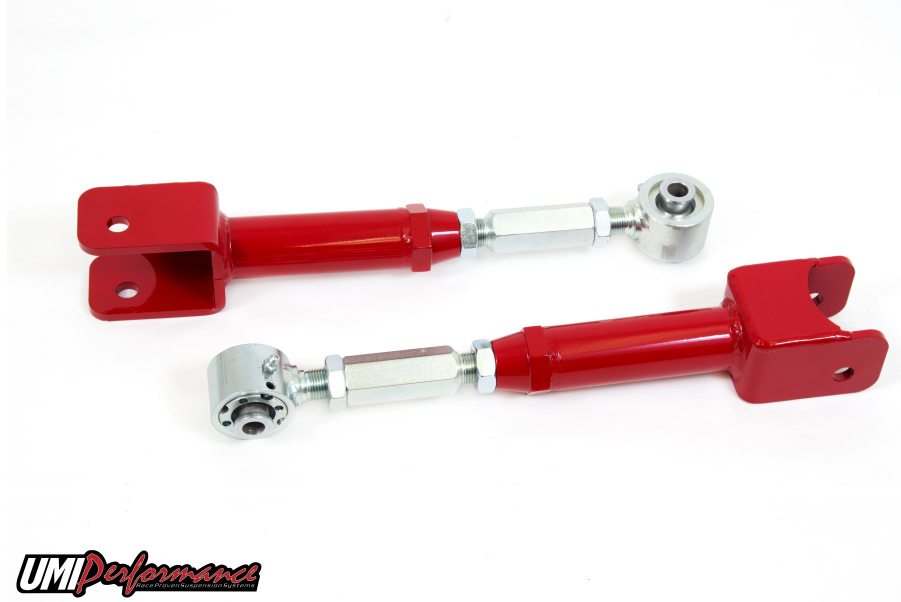


Road Race/Street Rear Trailing Arms w/ Roto-Joints
Item # 2526



Box Contents:

- (1) Installation Instruction Sheet
- (2) Rear Trailing Arms
- (2) Roto-Joints and Adjuster/Jam Nuts (Mounted)
- (2) Grease Fittings (Mounted)

Applications:

- * 2010 – 2011 Chevrolet Camaro (All Models)
- * 2008 – 2009 Pontiac G8 (All Models)

*****PLEASE READ*****

About your Roto-Joint: All Roto-Joint items are shipped fully assembled and ready to be installed. The Roto-Joints arrive with a very light film of grease, although it is not enough to maintain the integrity of the Roto-Joint during use. The end user **MUST** grease the Roto-Joint with 1-2 pumps only of marine type grease before use. Marine type grease is recommended due to its high resistance to water washout, keeping the Roto-Joints functioning like new over a longer period of time. Should the Roto-Joint be difficult to grease after initial installation, UMI Performance recommends driving the vehicle approximately 100 miles to let the Roto-Joint adjust to vehicle conditions and then add 1-2 pumps of grease. The Roto-Joint is a precision tolerance item and the Delrin raceway can be damaged easily if proper care is not taken. UMI Performance does **NOT** recommend disassembling the Roto-Joint at any time, with the exception of the intent to rebuild an older, worn Roto-Joint. The internal components of the Roto-Joint are held in using a set screw which prohibits the adjusting ring to loosen during use. If, over time, the Delrin raceway wears down, the Roto-Joint can easily be re-tightened using the spanner wrench (UMI #0019). Using the spanner wrench, tighten the Roto-Joint by turning the adjusting ring clockwise until the ring is tight.

1. Before installation, verify box contents are correct and read through instructions completely.
2. On a solid, level surface, jack up the rear of the vehicle to a good working height, making sure both wheels are off of the ground, and secure with (2) jack stands under the frame, one on each side. **Do NOT support vehicle by the rear axle.**

NOTE: Remove wheel for easier install, but not necessary to complete install.

3. Use an 18mm wrench to loosen and remove stock rear trailing arm. (See IMAGE #1)

Thank you for putting your trust in a UMI Performance product!

NOTE: Loosen toe arm to remove trailing arm bolt at wheel

4. Locate new UMI arm, place over existing arm using bolts to align center to center distance. Verify correct length or adjust accordingly before installation

5. Install UMI Trailing Arm loosely at both ends, using (2) 18mm bolts removed in step #3.

NOTE: A helper positioning the wheel as the trailing arm is fit into place could speed up the install.

6. At this time, snug both 18mm bolts at both ends, but **DO NOT** tighten yet.

7. Repeat steps #3 - #5 for the opposite side.

8. Load the suspension and tighten bolts to factory specification. **REMINDER:** Tighten both driver and passenger side toe arm bolts that were loosened in step #3 to factory specification.

NOTE: To adjust the trailing arm, loosen right and left handed jam nuts, and turn the hex adjuster accordingly.

Tighten Jam nuts once desired alignment is achieved. **CHECK JAM NUTS FREQUENTLY FOR TIGHTNESS.**



IMAGE #1



IMAGE #2

DISCLAIMER OF WARRANTY

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Item # 2526

Rear Adjustable Trailing Arms w/ Roto-Joints
UMI Performance Inc.
Made in Pennsylvania, USA

Thank you for putting your trust in a UMI Performance product!

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