

Geometry Corrected Lower A-Arms (Delrin Bushings)
1970-1981 GM F-body
Item #2652



Box Contents:

- (1) 2651 Driver Arm
- (1) 2651 Passenger Arm
- (2) Ball Joint Kits (Mounted)
 - (1) Ball Joint
 - (1) Cotter Pin
 - (1) Grease Fitting
 - (1) Castle Nut
- (8) 0054 Delrin Bushings (Mounted)
- (4) 3016C Steel Sleeves (USE WITH FACTORY 1/2" BOLTS)**
- (4) 2651K Steel Sleeves (USE WITH FACTORY M14 BOLTS)**
- (2) 6003G Bump Stops (Mounted)
- (4) Grease Fittings (Mounted)
- (1) Packet Formula 5 Prelube (#9.11108)

Hardware Kit

- (4) 15.03.01.39 – Sway bar endlink washers
- (4) 4806G – Sway bar endlink bushings
- (2) PCYFR6T – High Misalignment rod end
- (4) 1000006 – 3/8 Flat washer
- (2) 1000092 – 3/8-24 x 4" All-thread bolt
- (6) 1000099 – 3/8-24 Nut
- (2) 1000102 – 3/8-16 x 2" Bolt
- (2) 1000101 – 3/8-16 Locknut

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
Pickle Fork / Ball-Joint Separator



Installation

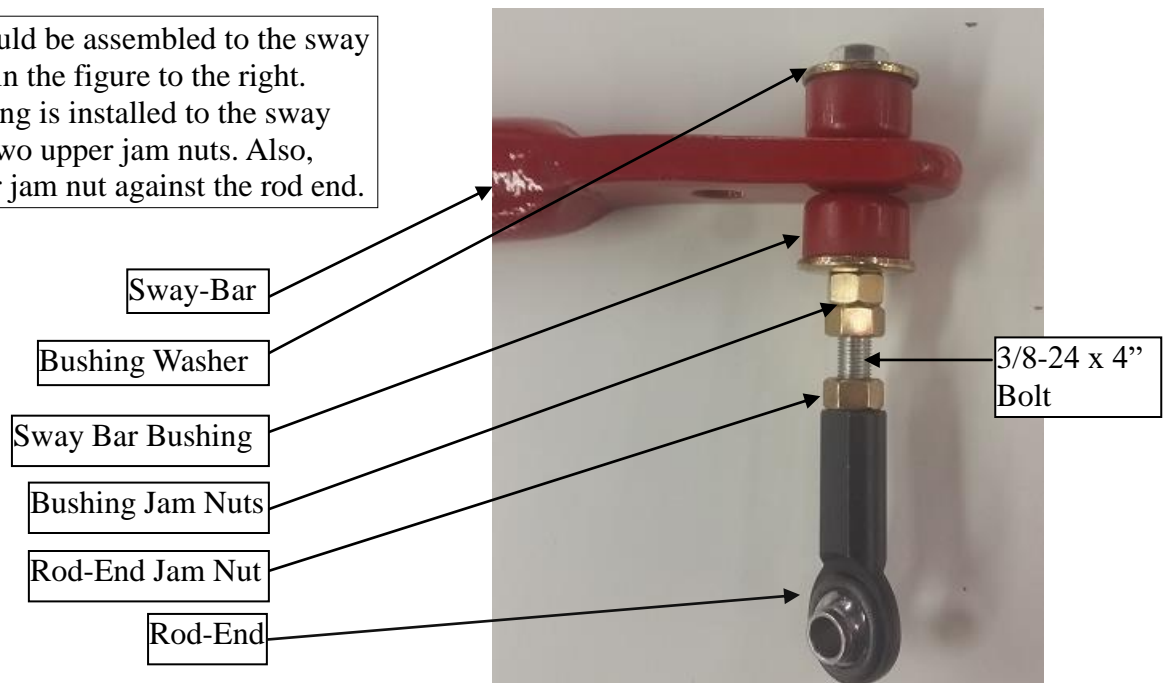
1. Steel bushing sleeves are provided for both M14 and 1/2" Frame bolts. Press in the appropriate size sleeve for your specific bolt size.
2. If installing lower arms only (no upper arms), do not remove upper arms and leave spindle attached to the upper (i.e. skip steps 6,10, 21, and 22).
3. On a solid, level surface, jack up the front 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. Also, be sure to leave enough room to fully unload the coil spring.
4. Remove wheel(s) 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.
5. Loosen and remove outer tie rod from spindle. (See PHOTO #1)
6. Loosen and remove shock bolts from lower A-Arm.
7. At upper ball joint, remove cotter pin and loosen the castle nut, but DO NOT REMOVE COMPLETELY AT THIS TIME!
8. At lower ball joint, remove cotter pin and loosen the castle nut, but DO NOT REMOVE COMPLETELY AT THIS TIME!
9. Using a pickle fork, separate both upper & lower ball joints.
10. Place a jack under the lower A-Arm or under the ball joint. Lift the A-Arm until the upper castle nut can be removed.
11. Remove the upper A-Arm from the frame.
12. Remove the castle nut from the lower ball joint and pick up on the rotor to remove the spindle. Secure the spindle out of work area.
13. ****CAUTION**** Orient the shock mount for coil spring removal. Slowly let down the jack to remove the coil spring. Use caution as coil spring is under compression. Retain shock mount bolts for later use.
14. Loosen and remove the lower A-Arm from the frame. Retain bolts for later use.
15. Remove shock mounting clips from the stock A-Arm and install them on the UMI lower A-Arm.
16. Using supplied pre-lube packet, lube the outer surface of the polyurethane bushings to ease install, position the lower A-Arm in place at the frame and secure with the (2) bolts retained in step #13.

NOTE: If installing new shocks be sure check the shock diameter for proper fitment through lower A-Arm. If the shock does not fit through the A-Arm, install them at this time. If the shock will fit through the A-Arm, then it can be installed later in the process.

17. Orient the bottom of the coil spring with the tab in the spring housing of the UMI lower A-Arm.
18. Support the UMI lower A-Arm with a floor jack. Be sure the spring is in the correct position before you begin to compress the coil spring. (See PHOTO #3)
19. Once coil spring position is verified, begin to compress the spring. While compressing the spring, guide the lower shock mounts through the window of the lower A-Arm's spring housing. (See PHOTO #2)
20. Rotate the shock so that the lower mounts are aligned with the mounting clips at the base of the lower A-Arm spring housing. Using the (2) bolts retained from step #12, secure the shock to the lower A-Arm and torque the bolts to factory specification. (See PHOTO #2)
21. Install the spindle unit to the lower A-Arm and HAND TIGHTEN ONLY at this time.
22. Locate the UMI upper A-Arm and secure it to the frame first. DO NOT tighten at this time.
23. Next, align the upper ball joint with the spindle. This castle nut can be tightened to factory specification at this time. Once tightened correctly, install the cotter pin to secure.
24. At this time the lower ball joint castle nut can be tightened to factory specification and the cotter pin can be inserted to secure the nut.
25. Re-install the tie rod to the spindle, being sure to tighten the bolt to factory specification.
26. Tighten all remaining bolts to factory specification. DO NOT install the new sway bar end links until the opposite side is complete.

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.



NOTE: UMI A-Arms feature alignment settings that cannot be achieved using the factory A-Arms. This page contains alignment specs recommended by UMI. Depending on vehicle ride height or other modifications some competition specs may not be able to be achieved.

ALIGNMENT RECOMMENDATIONS

	Street and Show	Street Performance	Mild Competition (Not recommended for street use)
Camber	0 to -1/4 degrees	-1/2 degrees	-1 to -1.5 degrees
Caster – Driver Side	+4 degrees	+5 degrees	+5 to +6 degrees
Caster – Passenger Side	+4.5 degrees	+5.5 degrees	+5.5 to +6.5 degrees
Toe	IN 1/8” total	IN 1/16” total	OUT 0” to 1/16” total (Autocross)

Tall ball joint info:

Depending on part number and options, this product may have tall ball joints. Tall ball joints have exposed shaft. This is A-OK and does not hurt any aspect of performance or assembly. The extra shaft distance is used to improve camber gain and handling performance. Installation relies on the taper and not on the shaft.



****NOTE: Actual parts may vary from photos shown, installation is the same****

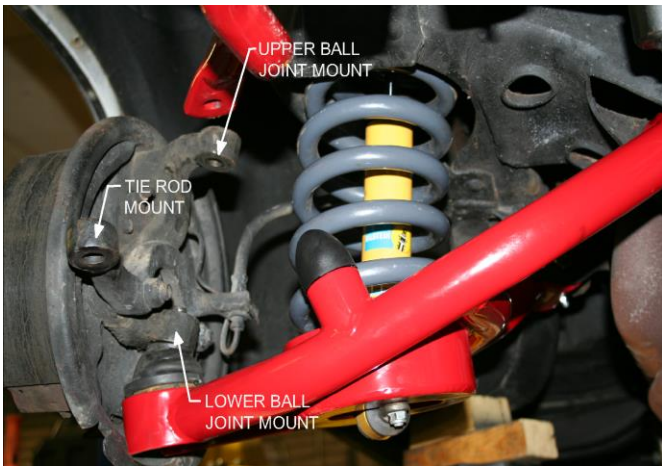


PHOTO #1

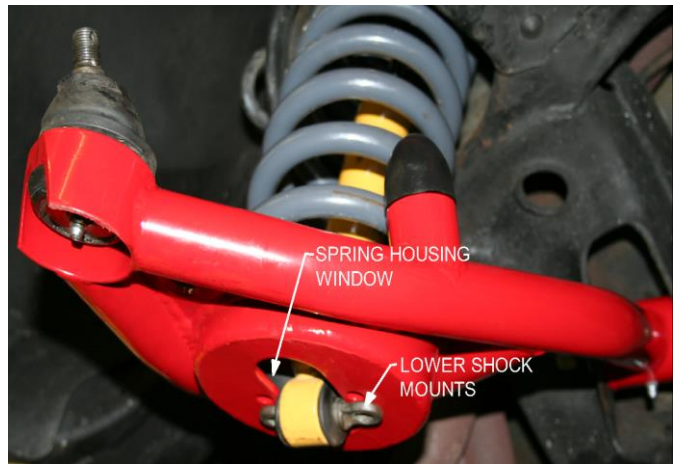


PHOTO #2

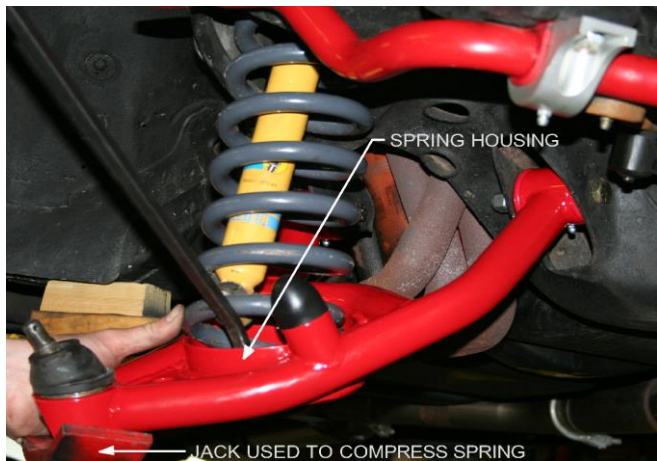


PHOTO #3



PHOTO #4



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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Item # 2652

Tubular Front Lower A-Arms
1970 – 1981 GM F-Body

UMI Performance Inc.
Made in Philipsburg, PA – USA



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 Philipsburg, PA 16866
 Ph- 814.343.6315 Fax- 814.343.6318

Installation Instructions

support@umiperformance.com
 www.umiperformance.com

2652 Hardware Check-List

Checked <input checked="" type="checkbox"/>	Item	Description
<input type="checkbox"/>	(1x) 2649	Universal Sway bar End Links and Bolts
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	(4x) 3016C	Steel Sleeves
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	(4x) 2651K	Steel Sleeves
<input type="checkbox"/>	(1x) Grease Packet	Grease Packet
<input type="checkbox"/>	(1x) 2652 Install	2652 Install Instructions