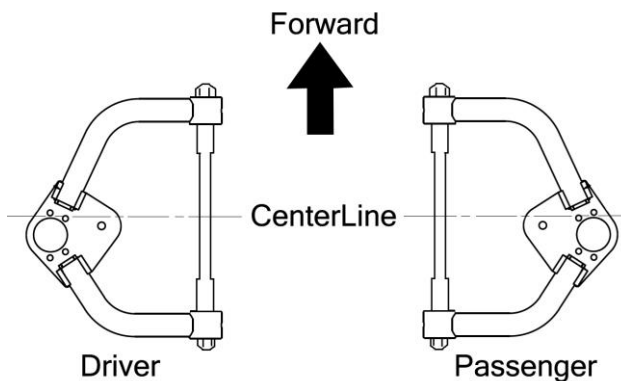


1970-1981 GM F-body Standard Front Upper A-Arms P/N 2653



Ensure arms are installed on the correct side of car. Ball-Joints should be offset rearward



Box Contents

Qty	Part #	Description
1	2653 DRIVER	Front Driver Upper A-Arm
1	2653 PASSENGER	Front Passenger Upper A-Arm
2	101-10019	Standard Ball-Joint (Assembled)
2	2652G	Bump Stop
2	2653D	Cross Shaft, Zinc Plated
4	3033I	Delrin Bushings
2	1000004	3/8" Nuts
2	1000005	3/8" Lock Washers
4	1000070	Outside Bushing Washer
4	1000075	Inside Bushing Washer
4	1000078	5/8" Lock Nut
4	Grease Fitting	Grease Fitting

Notes: Before installation, verify box contents are correct and read through instructions completely.

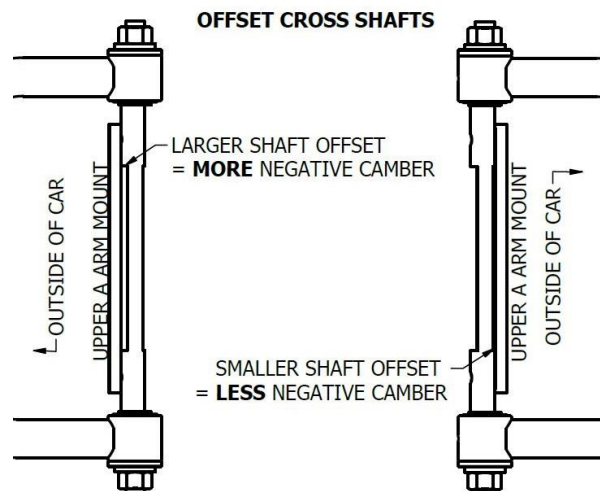
Always ensure proper support when working under a vehicle. Use approved jack stands when using a floor jack as well as proper technique for securing your car while on a drive-on lift.

Tools required:

SAE wrenches and sockets
Floor jack or transmission jack
Jack stands or Vehicle Lift

Installation

1. 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.
2. 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.
3. Remove cotter pin from the upper ball joint and loosen the castle nut, but **DO NOT** remove at this time.
4. Using a separator, or pickle fork, separate the upper ball joint from the spindle.
5. Jack up on the lower A-Arm until the castle nut can be removed. Remove the upper arm from the spindle and frame. **NOTE:** Retain the shims for installation of new upper A-Arm.
6. Install the UMI upper A-Arm on the vehicle's frame, and pay careful attention to which way the offset cross-shaft is rotated (**DO NOT** tighten at this time). If you install the cross-shaft such that the shaft pins are off-set toward the center of the car, then it will reduce the required shim pack (See Figure Below).
7. Install the upper ball joint into the spindle and tighten. Then install the new cotter pin.
8. Move to the opposite side and repeat steps #4 - #8.
9. Mount the wheels and carefully lower the vehicle to the ground.
10. Re-install the factory shims retained from step #6 on the UMI upper A-Arms and tighten bolts on the frame.
11. Have vehicle properly aligned.



NOTE: UMI A-Arms feature alignment settings that cannot be achieved using the factory A-Arms. Below are new 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	Competition
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 Information:

Some UMI P/N’s use tall upper and/or lower ball joints to enhance cornering performance (upper ball joints shown for illustration). Tall ball joints look different than the standard OEM ball joints. Please install with confidence. It is 100% A-OK and expected for the ball joint shaft to be exposed. The taper is what locks the ball joint in place, and is a standard A-body spindle taper. The boot does not have to cover the shaft. Grease is only necessary on the pivot point. Super-tall ball joints have a necessarily tall boot design. This design looks bad when in full droop but is A-OK when the car is at ride height.





Installation Complete: Ball Joint offset Rearward

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Item # 2653

70-81 GM F-Body Standard Front Upper A-Arms

UMI Performance Inc.
Made in Philipsburg, PA - USA