

Rear Upper Control Arms w/ Roto-Joints Item # 3036



Box Contents:

- (1) Installation Instruction Sheet
- (2) Rear Upper Control Arms
- (2) Roto-Joints (Mounted)
- (2) Grease Fittings (Mounted)

Applications:

- * 1978 – 1988 Chevrolet Monte Carlo, Malibu, El Camino
- * 1978 – 1988 Buick Regal, Grand National
- * 1978 – 1988 Pontiac Grand Prix
- * 1978 – 1988 Oldsmobile Cutlass

*****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.

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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.**
3. Re-locate the floor jack under the rear differential and raise the jack until there is slight upward pressure on the rear end.

NOTE: Install control arms one side at a time. Removing both control arms will allow the rear axle to shift forward, in turn, making the installation more difficult.

4. Locate one of the UMI adjustable control arms and begin installation with the driver's side. Using wrenches and/or sockets, remove both front and rear control arm mounting bolts and remove the stock control arm from the vehicle. Retain bolts for future use. If the control arm seems unusually difficult to remove, use the jack to move the differential up and/or down to release any tension on the control arm.

NOTE: If you are installing new rear end housing bushings, this procedure should be completed now. A torch is recommended to ease the removal of old bushings.

5. Next, install the UMI control arm with the grease fittings angled upward toward the floor board. Use the hardware retained in step #4 to secure and keep a loose fit. **Do NOT tighten bolts at this time.**
6. Repeat steps #4 - #5 on passenger side.
7. Fully load the suspension by relocating the jack stands under the rear axle. At this time, the (4) upper control arm bolts can be tightened to 72 ft lbs.
8. Lower the vehicle to the ground. Installation is complete.

Greasing Your Control Arms

Use marine type grease. Marine type grease can not be washed away with water. Grease your control arm bushings 2-3 times a year adding only 2-3 pumps of grease, **Do NOT over grease.**

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Rear Upper Control Arms w/ Roto-Joints

UMI Performance Inc.
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