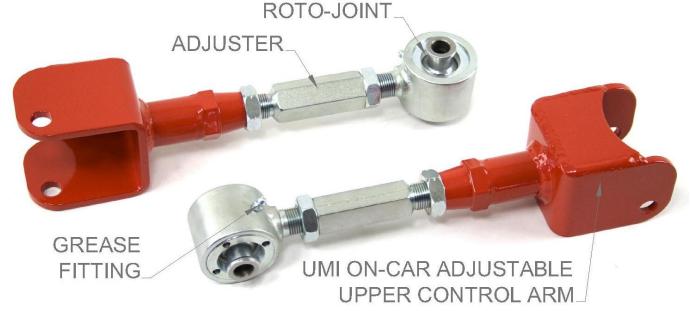
Installation Instructions

Phone: 814.857.5400 Email: support@umiperformance.com

Adjustable Rear Upper Control Arms w/ Roto-Joints

Item # 3039



Box Contents:

- (1) Installation Instruction Sheet
- (2) Roto-Joints (Assembled, Mounted)
- (2) Adjusters (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

- 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.**

Thank you for Putting Your Trust in A UMI Performance Product! www.umiperformance.com

Installation Instructions

Phone: 814.857.5400 Email: support@umiperformance.com

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. The UMI control arm's are set to stock length, however, UMI recommends verifying the length of the new control arm with the stock control arm before installing. Once verified, install the UMI control arm using the hardware retained in step #4, keeping 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.

NOTE: Check the jam nuts periodically. The jam nuts may work loose over time and will need to be retightened.

8. Lower the vehicle to the ground. Installation is complete.

Setting Pinion Angle

UMI Performance presets the control arms to stock length. However, please double check these adjustments. An angle finder is needed to measure the drive line angle of the vehicle.

How to Check the Current Pinion Angle

To check the current pinion angle the vehicle must be level with the suspension <u>fully loaded</u>. Place the angle finder on the drive shaft and record the angle. Now place the angle finder on the bottom of the rear end or rear end yoke, record this angle as well. To achieve true pinion angle you must add the two measurements together. For example if the drive shaft measures 0 degrees and the rear end measures -1 degrees you have -1 degrees of pinion angle. We have found the best settings for a street driven car are: 1-2 degrees downward.

How to Adjust the Pinion Angle

Using UMI Performance's on-car adjusters, adjusting pinion angle is simple. Loosen both jam nuts on the adjuster of each control arm. Use a 1" wrench and adjust each adjuster <u>equally</u>. It won't take much to move one degree, so check angles often when adjusting. Once pinion angle is set tighten **all** jam nuts. Check all bolts and jam nuts <u>often</u>. Pinion angle is to be set with suspension loaded and vehicle level.

Item # 3039

Adjustable Rear Upper Control Arms w/ Roto-Joints

UMI Performance Inc. Made in Pennsylvania, USA

Thank you for Putting Your Trust in A UMI Performance Product! www.umiperformance.com