

78-88 GM G-body Adjustable Upper A-arm
Item # 3056



DRIVER SIDE

PASSENGER SIDE



(Ball Joint to be ahead of centerline of cross-shaft)

IMPORTANT NOTES

The UMI 3056 adjustable upper a-arm is intended to be used with extended height ball joints and/or spindles. This increase in spindle heights presents a more favorable camber curve and improves the handling of the 78-88 GM G-body.

UMI is not responsible for discrepancies when used for applications other than the above, including but not limited to bump stop interference, ball joint binding, incorrect angles, etc.

The UMI 3056 adjustability is suitable for tall spindle applications and works nicely with zero to minimal shimming. UMI is not responsible for dimensions or alignments outside the intended range. Some shimming may be required in certain applications.

Please follow all applicable safety practices when working on a raised vehicle such as proper use of jack stands and safety glasses, and care when handling compressed coil springs.

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Installation Instructions:

1. Remove existing upper a-arms.
2. Since 3056 does not include ball joints, use a ball joint you have supplied and install into arm.
3. Install UMI 3056 oriented as shown in photograph. The ball joint pad should be facing forward of the centerline of the cross shaft to achieve correct caster setting.
4. Tighten cross shaft to a-arm mount bolts to 60 ft-lb.
5. Install ball joint into spindle. Tighten castle nut to 50 ft-lb and install cotter pin. With tall ball joints you may see exposed shaft. This is normal. The included taper is intended to fit GM A-body spindles.
6. Check tightness of end bolts on cross shaft. They should be 70 ft-lb.
7. Check tightness of jam nuts on rod ends. Jam nuts should be against the arm, not against the body of the rod end.
8. Check alignment.
9. After alignment is finalized and to ensure reliability you can place a drop of blue Loctite 242 on each end bolt.
10. Minimum rod end thread engagement should be approximately 14 threads for the proper safety factor. For cruising applications you may be able to extend a few more threads but this would be at your own discretion unrelated to UMI Performance, Inc.'s recommendations.

To change alignment:

1. Remove one end bolt at a time.
2. Lift the arm up and adjust the rod end.
3. Reinstall.
 - a. Extending the forward rod end increases positive caster.
 - b. Extending the rearward rod end decreases positive caster.
 - c. Extending both rod ends equally produces a change in camber towards zero and over to positive.
 - d. Shortening both rod ends equally produces more negative camber.
 - e. Adding shims equally produces more negative camber.
 - f. Adding shims to the front decreases positive caster.
 - g. Adding shims to the rear increases positive caster.
 - h. Shims may be necessary in extreme cases. There is no guarantee that your car will align without shims.

Bump stops:

1. You may install the bump stop in the a-arm if so desired.
2. The bump stop is not necessary for proper operation of the system but has been included due to popular demand.
3. A 3/8" threaded rod or bolt can also be installed as a drag race droop limiter.

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Installation Instructions
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ALIGNMENT RECOMMENDATIONS

| | Street and Cruise | Street Performance/Corner Carving | Competition (Not recommended for street use) |
|----------------------------------|--------------------------|--|---|
| Camber | 0 to -1/4 deg | -1/2 deg | -1 to -1.5 deg |
| Caster – Driver/Passenger | +4/+4.5 deg | +5/+5.5 deg | +5/+5.5 to +6/+6.5 deg |
| Toe | 1/8” total toe-in | 1/16” total toe-in | 0” to 1/16” total toe-out |

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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.



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UMI Performance Inc.
Manufactured in Philipsburg, PA-USA

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