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Installation Instructions
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3057-1 Hardware Check-List

Checked ☒	Item	Description
☐	(1x) 2648	Removable Coilover Lower A-Arm Hardware Kit
☐	(1x) 2649	Sway Bar Endlink Kit
☐ ☐	(2x) 3057F	Shock Mount (R or B)
☐ ☐	(2x) 3057G	Shock Mount w/ Large Hole (R or B)
☐ ☐	(2x) 3831C	Sleeve for S10 Truck
☐ ☐ ☐ ☐	(4x) 2031A	Steering Stop
☐ ☐	(2x) 2031B	Steering Stop
☐ ☐	(2x) 1000073	1/4-28x1" Bolt
☐ ☐	(2x) 1000074	1/4-28x1.5" Bolt
☐	(1x) Grease Packet	Grease Packet
☐	(1x) 3057-1 Install	3057-1 Install Instructions

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Tubular Front Lower A-Arms
Item #3057-1



Driver Arm



Passenger Arm

Box Contents:

- (1) Installation Instruction Sheet
- (1) 3057 Driver
- (1) 3057 Passenger
- (2) Ball Joint Kits (Mounted)
 - (1) Ball Joint
 - (1) Cotter Pin
 - (1) Grease Fitting
 - (1) Castle Nut
- (8) 0045 Delrin Bushings (Mounted)
- (2) 3016C Steel Sleeves (Short) (Mounted)
- (2) 3031B Steel Sleeves (Long) (Mounted)
- (2) 6003G Bump Stops (Mounted)
- (4) Grease Fittings (Mounted)
- (1) Packet Formula 5 Prelube (#9.11108)

- (1) 2648 - Removable Coilover Lower A Arm Hardware Kit
- (1) 2649 - Sway Bar Endlink Kit
- (1) 3057 Hardware Kit
 - (2) 3057F - Shock Mount (R or B)
 - (2) 3057G - Shock Mount w/ Large Hole (R or B)
 - (2) 3831C - Sleeve for S10 Truck
 - (4) 2031A - Steering Stop
 - (2) 2031B - Steering Stop
 - (2) 1000073 - 1/4-28 x 1
 - (2) 1000074 - 1/4-28 x 1 1/2

Applications:

- * 1978 - 1988 GM G-Body
- * 1982 - 2003 Chevy S10

Before Your Begin: If you are installing these arms into an S10 truck, replace the front busing sleeves with the included replacements (3831C). The inner diameter is adjusted for the S10 Truck.



NOTE: The following steps are listed for install of Upper (#3056) & Lower (#3057) A-Arms at the same time

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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 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.
3. 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.
4. Loosen and remove outer tie rod from spindle.
5. Loosen and remove shock bolts from lower A-Arm.
6. At upper ball joint, remove cotter pin and loosen the castle nut, but **DO NOT remove completely at this time**. At lower ball joint, remove cotter pin and loosen the castle nut, but **DO NOT remove completely at this time**.
7. Using a pickle fork, separate both upper & lower ball joints.
8. 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.
9. Remove the upper A-Arm from the frame.
10. 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.
11. ****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.
12. Loosen and remove the lower A-Arm from the frame. Retain bolts for later use.
13. Assemble the shock mounts to both lower A-arms as shown in *Figure 2* (be sure to use correct spacers). Measure the lower shock bearing to determine correct spacers (See *Figure 2* and *Figure 3*).
14. Using supplied pre-lube packet, lube the outer surface of the Delrin bushings to ease install, position the lower A-Arm in place at the frame and secure with the (2) bolts retained in step #13.
15. Install the spindle unit to the lower A-Arm and **HAND TIGHTEN ONLY** at this time.
16. Locate the UMI upper A-Arm and secure it to the frame first. **DO NOT tighten at this time**.
17. 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.
18. 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.
****NOTE**** When installing new shocks be sure that any compression or rebound adjusters are facing toward the center of the car. This ensures that the adjuster knobs do not contact any bolts or sleeves and become damaged.
19. Install the Coil-Over shocks and springs by removing the outboard shock mount bolt and swinging the two plates out of the way (*Figure 4*). This allows you to place the shock up through and secure the top shock mount. Next connect the shock to the lower arm with the appropriate spacers (This will be easiest when the shock-body-nut is lowered to the bottom of the shock). Reinstall outboard shock mount bolt (See *Figure 5* and *Figure 6*).
20. Re-install the tie rod to the spindle, being sure to tighten the bolt to factory specification.
21. Tighten all remaining bolts to factory specification. **DO NOT** re-install the sway bar end links until the opposite side is complete.

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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.



Figure 1: Sway Bar End-Link Assembly Diagram

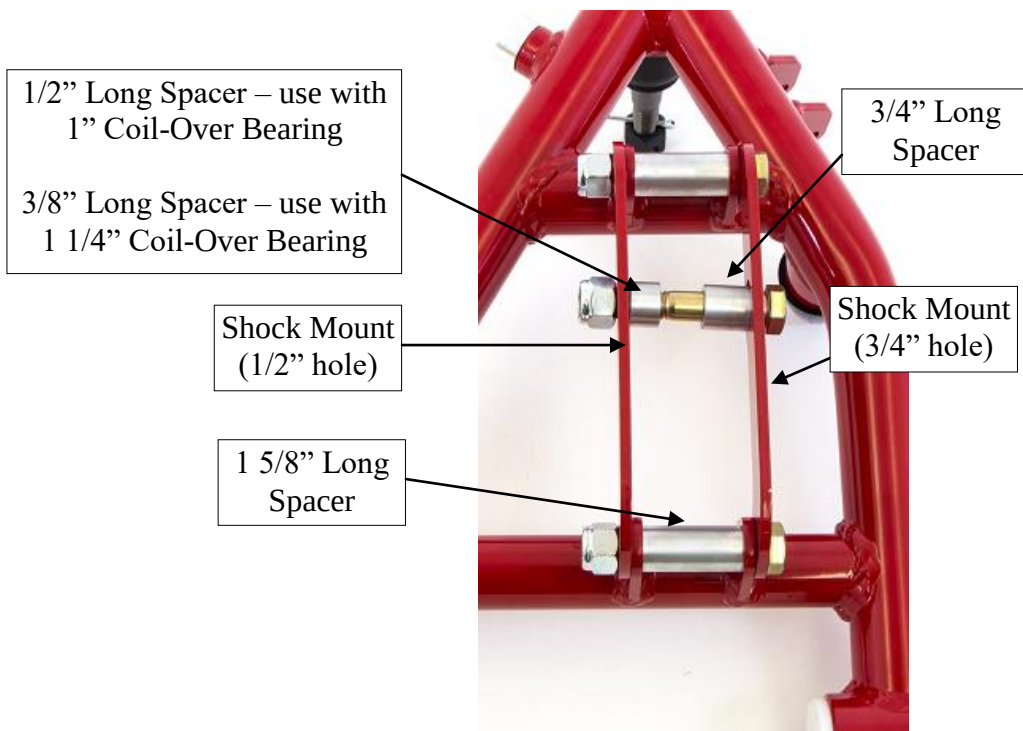


Figure 2: Use supplied 1/2 bolts, washers, and nuts

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Figure 3: Measure the Bearing Sleeve Width



Figure 4: Install Shock To The Upper Mount. Adjuster Knobs toward Car Center



Figure 5: Attach Lower A-Arm Shock Mounts To the Shock



Figure 6: Install Final Shock Mount Bolt.



Figure 7: Install View Without Spindle



Figure 8: Close-Up Of Lower Shock Mount

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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	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: 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.



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Item # 3057-1

Tubular Front Lower A-Arms
1978 – 1988 GM G-Body

UMI Performance Inc.
Made in Pennsylvania, USA

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