

**64-67 GM A-Body Adjustable Upper Control Arms – Roto-Joints**

Item #4039



**Box Contents:**

- (1) Installation Instruction Sheet
- (2) #4039 Adjustable Upper Control Arms

1. Jack up the rear of vehicle to a good working height, make sure both rear wheels are off the ground. Place (2) jack stands under the frame. **Do not support by the rear axle.** Place a jack under the rear end center and apply slight upward pressure on the rear end.
2. Install control arms one side at a time, removing both control arms at once will allow rear axle to shift forward making the install more difficult.
3. Locate the driver's side upper control arm. Using wrenches/socket remove both front and rear control arm bolts, and then remove the control arm from vehicle. If the control arm seems difficult to remove, use the jack to move the rear end up and down to help ease removal.  
**NOTE:** If you are installing new rear end housing bushings, this procedure should be completed now. A torch is recommended to ease removal of old bushings.
4. Locate a new control arm (control arms are universal for either side). Lay the new UMI control arm on top of the factory arm and turn the adjuster until the control arm holes line up. To install lubricate the outer surface of the polyurethane bushings using supplied grease packet and position the control arm into place leaving the bolts loose at this time. The vehicle's weight must on the rear axle before tightening to prevent bushing preload.
5. Repeat steps 3 & 4 on the passenger side.
6. Jack up the vehicle by the rear axle, and then relocate the jack stands from the frame to the rear axle. Release the jack and let the vehicle weight rest on the jack stands, this will load the rear suspension.

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7. Tighten all (4) mounting bolts. Recommended torque spec on upper control arms is 72 ft lbs. **NOTE:** Check jam nuts **OFTEN** for tightness. Over time these items may work loose and need retightened.

### **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 loaded. 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. 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'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 equally. It won't take much to get a degree. Once pinion angle is set tighten all jam nuts tight. Check all bolts and jam nuts often. Pinion angle is to be set with suspension loaded and vehicle level.

**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 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 race 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. 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 race wears, the Roto-Joint can easily be re-tightened using the spanner wrench (UMI #0018).

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Adjustable Upper Control Arms, Roto-Joints

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