

Boxed Lower Control Arms – Poly / Roto-Joint
Item # 4041



- (1) Installation Instruction Sheet
- (2) Boxed Lower Control Arms
- (2) Roto-Joints (Mounted)
- (4) Polyurethane Bushings (Mounted, 2 per Control Arm)
- (2) Steel Sleeves
- (4) Grease Fittings (Mounted)
- (1) Packet Formula 5 Prelube (#9.11108)

Box Contents:

- * 1964 – 1972 Chevrolet Chevelle, Monte Carlo, Malibu, El Camino
- * 1964 – 1972 Buick Skylark, Grand Sport, Special
- * 1964 – 1972 Pontiac Lemans, GTO
- * 1964 – 1972 Oldsmobile Cutlass, 442, F-85

*****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.

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.**

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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.

3. If equipped, begin by removing the rear sway bar from the rear lower control arms and set aside. Retain hardware for re-installation.
4. Pick a starting side and then using 18mm wrenches/socket, remove both front and rear control arm bolts. Retain bolts for future use. Remove the stock control arm and set aside.
5. Locate the UMI lower control arm and apply grease to the exterior polyurethane bushing surfaces. Then position the lower control arm so that the grease fittings are angled toward the ground and the Roto-Joints are mounted to the rear axle and then secure the control arms loosely with the bolts retained in step #3. **Do NOT tighten at this time.**
6. Repeat steps #3 - #4 on opposite side.
7. Lift the rear of the vehicle with a floor jack and re-position the jack stands under the rear axle. Lower the rear of the car on to the jack stands positioned at the axle. This will load the rear suspension.
8. At this time, tighten ALL (4) lower control arm mounting bolts and lube each arm with 1 – 2 pumps of grease only. Recommended torque specification on lower control arm is 72 ft lbs.
9. If equipped, re-install the rear sway bar at this time.
10. Lower rear of vehicle to the ground. Installation is complete.

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UMI Performance Inc.
Made in Pennsylvania, USA

Thank you for putting your trust in a UMI Performance product!

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