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Installation Instructions

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1993-2002 GM F-Body Adjustable Lower A-Arms Item # 2300

UMI Performance is not responsible for incorrect installation that is why we ask that this installation be performed by a trained automotive technician. Installation time is approximately 3 hours.

Note: Use supplied pictures on back as a guide through- out installation. More detailed installation pictures can also be found at www.umiperformance.com/2300 THESE ARMS ARE EQUIPPED WITH A DOUBLE SHEAR DROOP LIMITER MOUNT THAT MAY BE USED IF DESIRED.

1. Jack up front of vehicle and place jack stands under vehicle frame. Do not support vehicle using A-Arms.
2. Begin with one side and remove wheel. Note: This installation may be performed easiest with brake assembly and rotor removed. This can be completed now.
3. Locate lower ball joint in the factory A-Arm and remove cotter pin, loosen ball joint nut but do not remove. Unbolt the shock from lower A-Arm and remove sway bar end link.
4. Remove ball joint nut and separate steering knuckle from A-Arm, this may require a ball joint separator. Tie up or support steering knuckle making sure not to put too much pressure on tie-rod ends. If you find it easier to remove the steering knuckle from the vehicle this can be done now, if installing new upper A-Arms the steering knuckle must be removed.

Note: If you are installing upper A-Arms as well please review the upper A-Arm installation sheet.

5. Locate (2) bolts attaching A-Arm to the K-member, loosen and remove both bolts. Bolts may be hard to remove but will come out moving the A-Arm back and forth. Remove A-Arm from the vehicle.
6. Locate new A-Arm for the correct side of the vehicle. Each A-Arm will only fit on one side. Install A-Arm into K-member using the factory bolts removed in step 5. Note: If you removed the spindle re-install it at this time.
7. Swing lower A-Arm up and attach ball joint into the steering knuckle using the new nut and cotter pin supplied.
8. Now reinstall shock. Install the shock using (2) new grade 8 3/8" bolts and lock nuts supplied. Reconnect sway bar end link, end link on opposite side may need loosened to tighten this side.
9. Tighten both upper and lower A-Arms and re-install brake and rotor assembly if removed. Install wheel, repeat steps 1-9 on opposite side.
10. Once both sides are completed lower vehicle to ground. Torque all (4) A-Arm bolts with suspension loaded and all (4) upper A-Arm bolts (if applicable) also tighten all jam nuts on the rod ends. You may wish to place a small amount of thread locker on each jam nut to prevent nuts from coming loose. **Check jam nuts often for tightness.** Grease ball joints and bushings as applicable. 1 to 2 pumps only!!!!

Image 1 & 2- Lower A-Arm Installed with shock bolted in place using supplied 3/8" bolts and lock nuts.
(Does not show NEW aluminum plate installed)

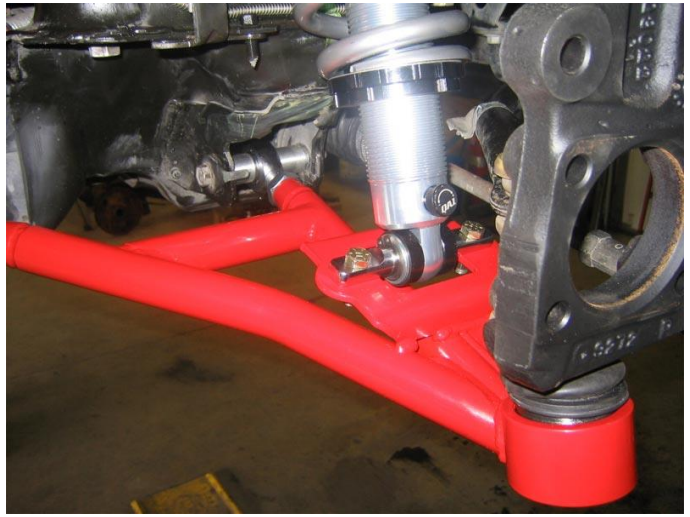
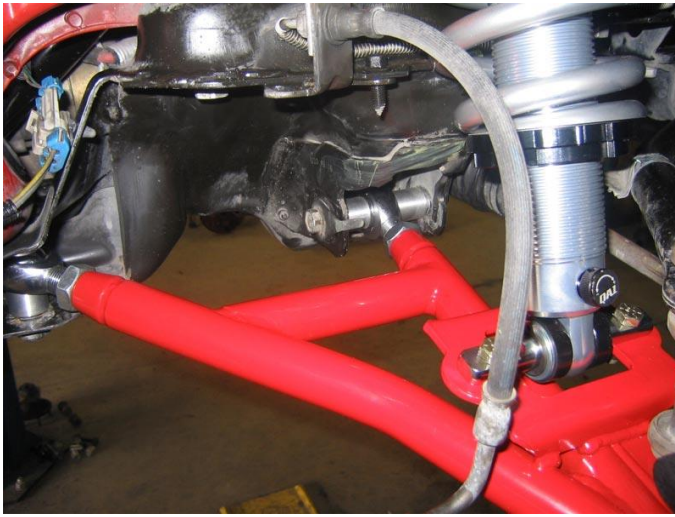


Image 3- Lower A-Arm with shock installed.

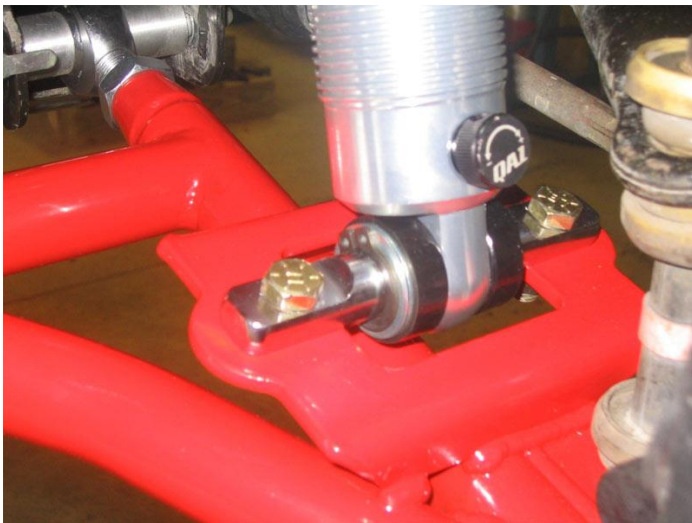


Image 4- Upper and Lower A-Arms installed.



Please visit us at www.umiperformance.com

Item # 2300

9 3-02 GM F-Body Front Lower A-Arms

UMI Performance Inc.
Made in Pennsylvania, USA