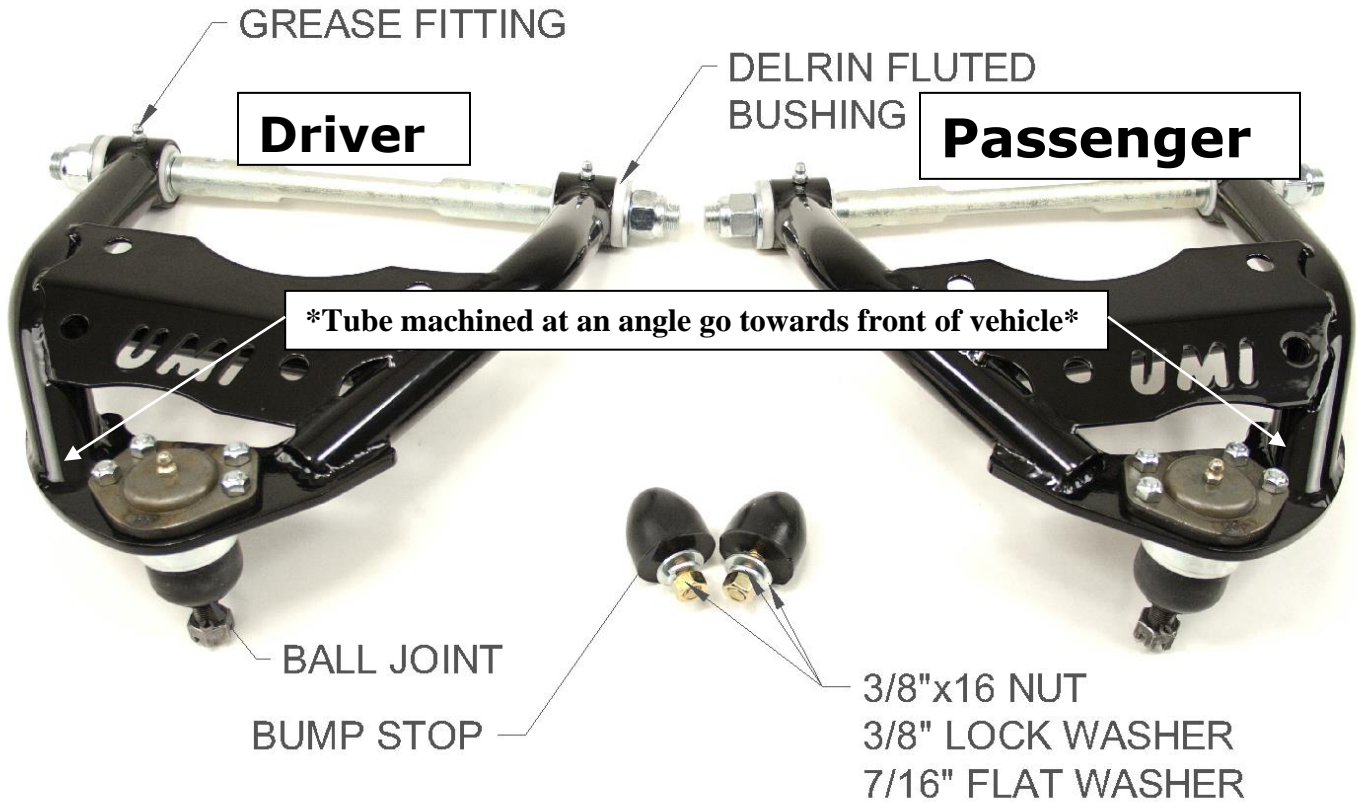


Upper A-Arms
Item #4033-1



Box Contents:

- (1) Installation Instruction Sheet
- (4) Delrin Fluted Bushings (Mounted)
- (4) Sleeves (Mounted)
- (4) Grease Fittings (Mounted)
- (1) Upper A-Arm w/ Ball Joint; Driver Side
- (1) Upper A-Arm w/ Ball Joint, Passenger Side
- (2) Bump Stops (#6000G) (Mounted)
- (2) KB911 Accessory Bags (Not Shown) Includes:
 - (1) Castle Nut
 - (1) Cotter Pin
 - (1) Grease Fitting
- (2) 3/8" x 16 Nuts (#1000004)
- (2) 3/8" Lock Washers (#1000005)
- (2) 7/16" Flat Washers (#100031)
- (1) Packet Formula 5 Prelube (#9.11108) (Not Shown)

Application:

- * 1964 – 1972 GM A-Body

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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.
3. Remove front wheel(s).
4. At upper ball joint, remove cotter pin and loosen the castle nut, but **DO NOT remove completely at this time.**
5. Using a ball joint separator (pickle fork) break upper ball joint free from spindle. Once free, the castle nut can be removed completely.
6. Remove the stock upper A-Arm from the frame. There are (2) bolts holding it in place.
7. Locate the UMI upper A-Arm and secure it to the frame first. Use factory bolts removed from step #6. **DO NOT tighten at this time.**
8. Next, align the upper ball joint with the spindle. The castle nut can be tightened to factory specification at this time. Once tightened correctly, install the cotter pin to secure.
9. At this time the (2) bolts holding the upper A-Arm to the frame can be tightened to factory specification.
10. Re-install wheel.
11. Repeat steps #3 - #10 for opposite side.

NOTE: Some early model frames will require light grinding. Grinding will be necessary on the passenger side, toward the bumper only. Test fit the A-Arm with bump stop in the frame to determine if grinding will be necessary on your model vehicle. (See Photo #2)

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
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)

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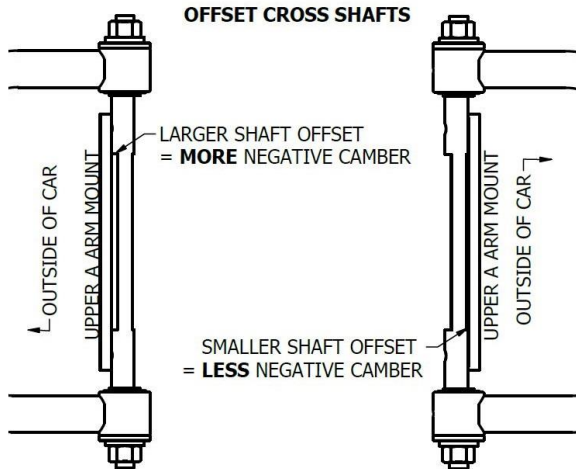


FIGURE #1



FIGURE #2

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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Upper A-Arms
1964 – 1972 GM A-Body

UMI Performance Inc.
Made in Pennsylvania, USA

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