

INSTALLATION INSTRUCTIONS



6th Gen Camaro

Viking Rear Coilover Kit 2258, 2258-1S, 2258-1R

Technical Support

We strive to provide the utmost pre- and post-sales support for our products. Whether you just need upgrade advice, or assistance in adjusting or installing a product, our experienced support staff is always ready to help optimize your UMI product.

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Need installation advice or clarification on the instructions? Scan the QR code (right) to chat directly with a UMI Professional or use the contact information provided to talk to customer service.

Note: UMI social media accounts do not respond to customer service questions.



CONTACT CUSTOMER SERVICE

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Address: 509 Hemlock Street
 Philipsburg, PA 16866

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Included Parts

Tools Needed

Part Description	Quantity	PN
2258		
Driver side mount	1	2258DR
Passenger side mount	1	2258PA
Hardware Kit	1	2258BK

NOTE: 2258-1S and 2258-1R are full kits that include Viking struts and springs. The part numbers below display what is included in those kits.

2258-1S		
VIKING BERSERKER DBL ADJ SHOCK	2	A472GB
2.5" COIL SPRING	2	14DP400

2258-1R		
VIKING CRUSADER DBL ADJ SHOCK	2	A392GP
2.5" COIL SPRING	2	12DP550



JACK



JACK STAND



SOCKET



RATCHET



WRENCH

INSTALLATION INSTRUCTION

DISCLAIMER

UMI Performance shall not be held liable for any injuries or damages resulting from the improper installation of this product. It is the sole responsibility of the user to ensure that the product is installed correctly and in accordance with all applicable laws, codes, and regulations. The user assumes all risk and liability for any injuries or damages that may arise from the improper installation of this product. It is important to follow these steps carefully and use the proper tools to avoid damaging the vehicle or causing injury to yourself. If you are uncertain about any part of the installation process, it is recommended that you seek the assistance of a professional mechanic.

STEP 1: Preparing And Disassembling

Organize and layout all necessary parts and hardware prior to beginning the installation process. Carefully review the components and tools required to ensure that all necessary items are present. Raise the vehicle to the desired work height and support with safety stands.

STEP 2:

Remove the rear tires and both rear inner fender liners. Fig.1

STEP 3:

If the vehicle is equipped with Magnaride suspension, disconnect the wiring harness. Fig. 2

STEP 4:

Remove the lower factory shock to control arm bolt. Fig. 3

STEP 5:

Next remove the factory upper shock mount to body nuts and remove the complete shock assy. Fig. 4, Fig. 5

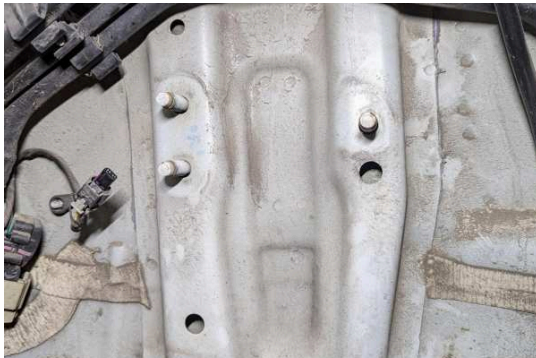


Fig. 5

FIGURES FOR REFERENCE



Fig. 1



Fig. 2



Fig. 3

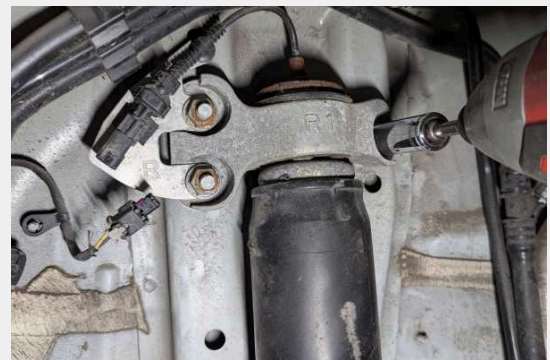


Fig. 4

STEP 6:

Now remove the nut on the lower control arm to knuckle bolt.
At this point be sure and support the lower control arm with a jack to assist with removal of the lower control arm bolt.

Once the nut is off it may be necessary to remove the parking brake cable mount bolt on the knuckle to reposition the cable slightly to allow removal of the lower control arm bolt if it is installed from the front facing back. Fig. 6 & Fig. 7

STEP 7:

Now lower the jack slowly that is supporting the lower control arm until the factory coil spring is loose and remove the factory coil spring. Fig. 8

At this time you can swing the lower control arm back up into position and reinstall the arm to knuckle bolt and torque to factory specs. Reinstall the parking brake cable mount and bolt into position and tighten if it was necessary to remove previously.

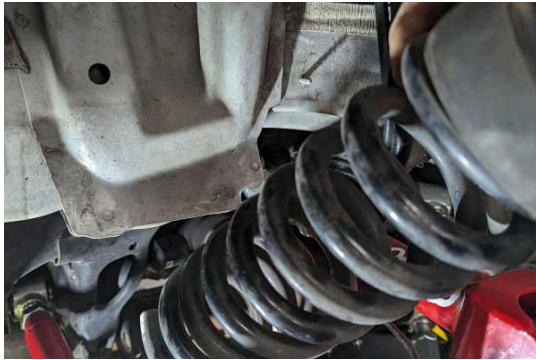


Fig. 8

STEP 8:

Position the UMI upper coilover mount bracket into place and install the supplied M10 flange nuts. Torque to appx. 30-35 ft. lbs. Figures 9 & 10



Fig. 9

STEP 9: Assemble the coil overs.

First Install the large lock nut onto the shock with the machined step Facing up. (Fig.11) Then install the spring seat/adjuster nut and thrust washer as shown in Figures 12 & 13. Install the coil over spring and hat onto the shock. (Fig. 14)

NOTE: The coil over will be installed with the body and adjuster knobs up (TOP) and the shaft/extended rod eye down. (BOTTOM)



Fig. 8



Fig. 7

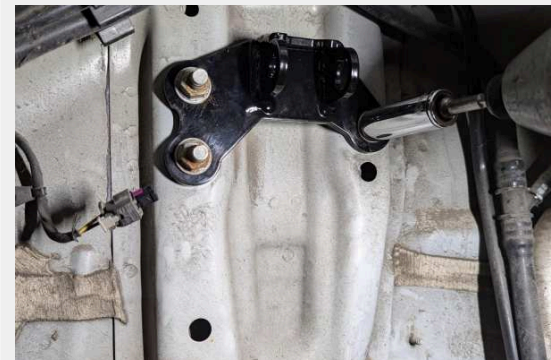


Fig. 10

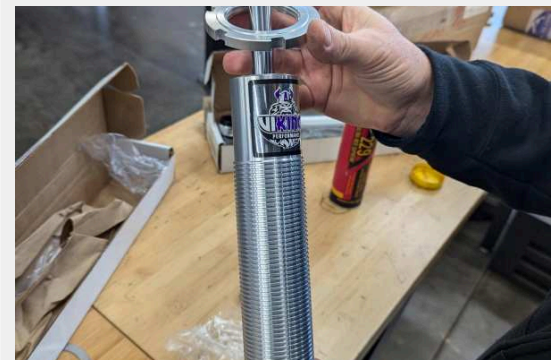


Fig. 11

INSTALLATION INSTRUCTION

STEP 10: NOTE: If using bearing end mount shocks, install the bearings according to Viking instructions and skip to Step 11. Install the provided bushing sleeves into the shock ends as shown in Figures 15,16 & 17. NOTE: The wide shoulder sleeves go in the bottom bushings and the narrow shoulder sleeves go in the top. **NOTE:** The provided sleeves are designed to work with Viking bushings that are $\frac{3}{4}$ " I.D. Part no. 9523-102



Fig. 14



Fig. 17



Fig. 12



Fig. 13



Fig.15



Fig. 16

FIGURES FOR REFERENCE

INSTALLATION INSTRUCTION

STEP 11: Position the coil over into the chassis by installing the lower end down into the lower control arm and swing the top end into the UMI 2558 upper mount. Place the 1/2" long black aluminum spacer provided onto the 1/2-13x3" bolt and slide it through the upper mount and coil over shock end from front to rear. Install the washer and 1/2-13 nyloc nut provided and tighten to 70 [lb.ft.](#) as shown in Fig. 18 & 19. Line up the lower coilover assy end with the holes in the lower control arm and reinstall the factory bolt and torque to factory specs. (Fig. 20)

The coilover assy should be installed and look like Fig. 21 below.

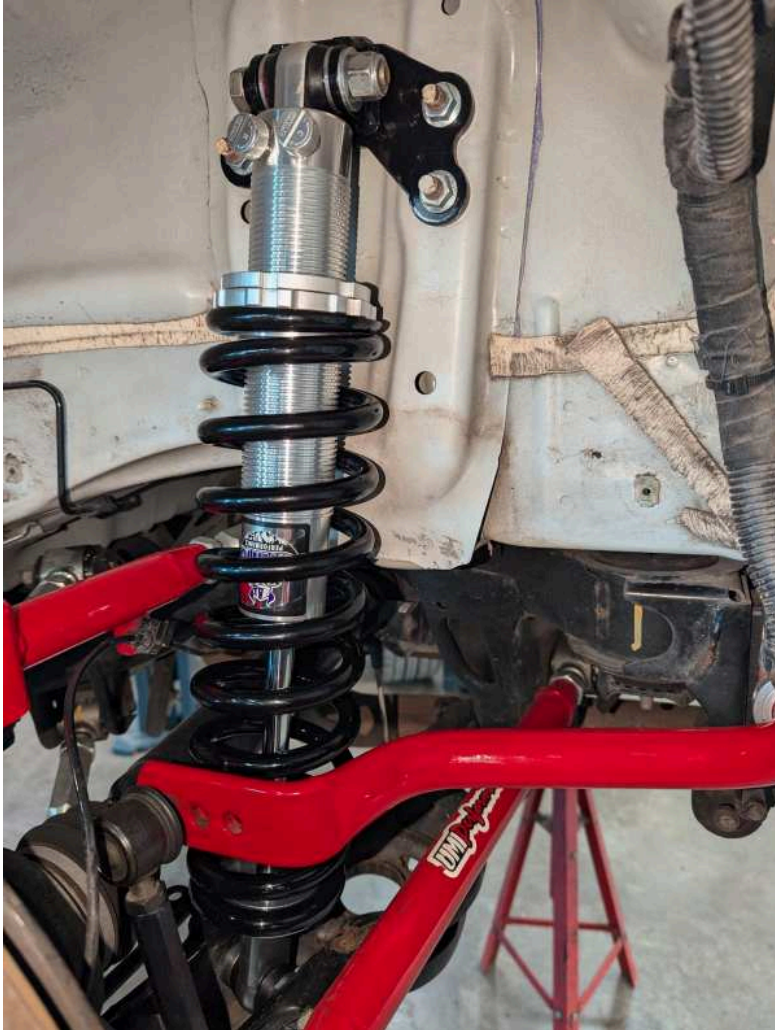


Fig. 21

FIGURES FOR REFERENCE

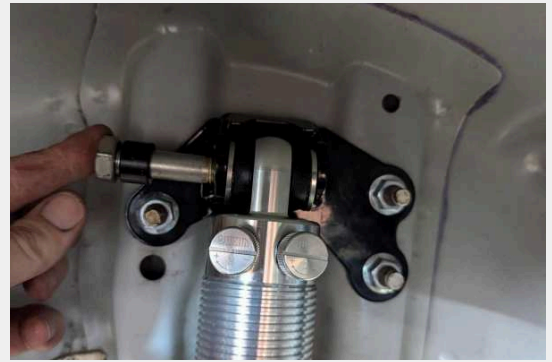


Fig. 18



Fig. 19



Fig. 20

STEP 12:

Repeat all steps for the opposite side.
You can reinstall the inner fender splash liners at this time.



STEP 13:

You can now lower the car and adjust the coil over to achieve your desired ride height and/or corner weight.

Installation Complete!