

# INSTALLATION INSTRUCTIONS



1967-1969 Camaro

## Inboard Shock Relocation w/ Traction Bars

PART NUMBERS (PN): 273130

### 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.

### CHAT WITH A UMI PROFESSIONAL TODAY

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

**Hours:** M-F 8:00-4:30 (EST)

**Email:** support@umiperformance.com

**Call:** +1 (814) 343-6315

**Address:** 509 Hemlock Street  
Philipsburg, PA 16866

### SOCIAL MEDIA

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### Included Parts

Part Description	Quantity	PN
Upper Shock Mount	1	2731DMA
Stud Mount Shock Mount (Driver)	1	2731JDR
Stud Mount Shock Mount (Passanger)	1	2731JPA
Double Sheer Shock Mount (Driver)	1	2731FDR
Double Sheer Shock Mount (Passanger)	1	2731FPR
Frame to Shock Mount Bracket (Driver)	1	2731ADRMA
Frame to Shock Mount Bracket (Passanger)	1	2731APAMA
Leaf Spring Plates	2	2630
Hardware Kit	1	273130-BK

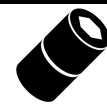
### Tools Needed



**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.

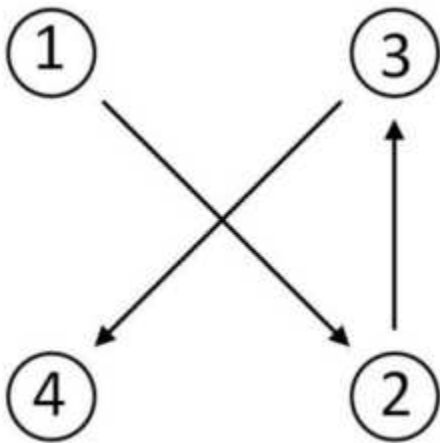
- 1) Lift the rear of the vehicle using your preferred method. Use a vehicle lift or jack and jack stands. Support the weight of the vehicle under the Chassis, allowing the rear suspension to fully "droop".
- 2) Remove wheels from the vehicle to gain working access.
- 3) Support the rear end with a jack to remove rear shocks. Remove the upper nut off of the shock located inside the trunk. **Fig 1**. Then remove the lower bolt that attaches the shock to the lower leaf spring plate. **Fig 2** After shocks are removed, lower the jack
- 4) Remove U bolts from the Rear Axle.
- 5) Install U bolts on the axle and the lower leaf plate. The shock mounts are going to be on the inboard side and to the rear of the axle. **Fig 3**. There are passenger and driver side specific mounts so be sure to install the correct mounts on the correct side.

These lower leaf plates are designed to be installed without the lower half of the factory isolation pads.

**Note: Installation kit # 2727 is available if U-bolts and hardware are not able to be reused. This kit includes new U-bolts, hardware and isolation pads. 90A Poly and Delrin isolator pads are also available.**

Please visit [www.umiperformance.com](http://www.umiperformance.com) for more info.

- 6) Install U bolt nuts and hardened washers. Tighten Nuts evenly in an "X" pattern. **Torque to 45 ft lbs.**



## FIGURES FOR REFERENCE



Figure 1: Remove Upper Shock Nuts. Located inside the trunk.

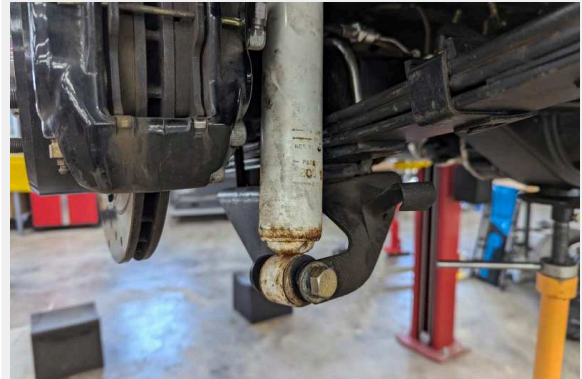


Figure 2: Remove the lower shock bolts.



Figure 3: Lower Leaf Spring Plate.



Figure 4: Shock Location Inboard

**Upper Shock Mount Relocation Bracket**

18) Removing the exhaust will allow for more clearance to install the upper mount.

7) The upper shock mount can be laid out to loosely assemble. Choose the upper shock mount that fits your application. **Fig 5.** The upper bolt for the shock mount receives a flat head bolt, followed by the included spacer. This keeps from overtightening the bolt and crushing the square tubing on the mount **Fig 6.** Insert into the elongated hole and install a washer and nut. Leave loose until installed. At this point you can install the two lower bolts thru the shock mount, followed by a washer and nut. Also leave these loose until final adjustment. Slide the two frame mounts into the square tubing as shown in **Fig 7 .** Add a washer to the bolt then slide it through the mount and install a washer and nut. Leave mounts loose until installed.

8) Slide the adjustable shock mount up into place. The C channel mounts slide over the rear frame rails. The bottom of the mounts have two holes drilled on the bottom flat to install a self tapping machine screw to hold the mount in place while you drill and install the mounting bolts through the subframe. We located our mount using the front threaded hole in the frame and set ours at 2 7/8 from the center of the threaded hole to the front edge of the mounting bracket. **Fig 8.** This can be adjusted forward or rearward for shock to floorpan clearance or to make room for your exhaust. It is held into place using the included 5/16 hardware. Use a washer on both sides of the mount and included lock nuts and torque to **22 ft lbs.**



*Figure 6: Bolted into car*



*Figure 5: Shock Mounts and Orientation*



*Figure 6: Bolt and Spacer Orientation*



*Figure 7: Frame mount orientation*



*Figure 8: Rear of traction bar mounting.*

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9) Once the mounting bolts are drilled and installed to specified torque specs, you can center the mount in the car and torque the  $\frac{3}{8}$  bolts on each end of the mount to **37 ft lbs. Fig 9**

10) Adjust the shock mounting location on the main frame of the relocation bracket. These are adjusted to help with exhaust clearance issues so reinstall the tailpipes for final fitment of location. **Exhaust might need to be modified to clear the shock relocation bracket.** Keeping the shock as vertical as possible helps with shock effectiveness. Slide the shock into place to confirm clearance before tightening the upper shock mount. Measure to make sure both sides are the same before torquing the nuts to **37 ft lbs.**

11) Once the shock mounts are in place and torqued you can install the shocks. The  $\frac{1}{2}$  bolt on the double shear mount can be installed with bushing and torqued to **50 ft lbs.** If you are using the double shear mount for the top, it is torqued to the same specs. If you are running the stud mount for the top it is torqued to roughly **14 ft lbs or until the rubber bushing compresses to roughly the size of the washer.** Using a jack, raise the rear end in the car until shocks line up and install the bolts to specified torque spec.

12) Now you can reinstall the wheels and torque to factory specs and lower the vehicle back to the ground.

**NOTE:** If you purchased Viking shocks to accompany this kit, measure the shock eye to eye at ride height to ensure you are within the specified window.

Viking Shock Ride Height Specifications - Eye to Eye at Ride Height

### Stud Top - Eye Poly Lower

B244, B344AP 14- $\frac{5}{8}$ " to 16"  
B242, B342AP 13- $\frac{3}{8}$ " to 14- $\frac{5}{8}$ "

### Bearing Upper and Lower

D211-W, D311AP-W, D311AJ-W 15- $\frac{1}{8}$ " to 16- $\frac{1}{2}$ "  
D209-W, D309AP-W, D309AJ-W 13- $\frac{7}{8}$ " to 15- $\frac{1}{8}$ "

## FIGURES FOR REFERENCE



Figure 9: Center Mount up and Torque



Figure 10: Finished mount

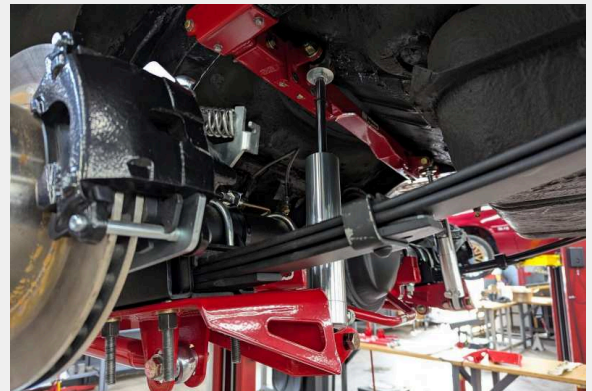


Figure 11. Finished Mount