

# INSTALLATION INSTRUCTIONS



1967-69 Camaro

## Front Lower Control Arms

PART NUMBER (PN): 2751

### 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](mailto:support@umiperformance.com)

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

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

### SOCIAL MEDIA

#umiequipped #umiperformance

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### Included Parts

Part Description	Quantity	PN
Lower Control Arm - DRIVER	1	2751DR
Lower Control Arm - PASSENGER	1	2751PA
Endlink Kit	1	2649

### 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.

### STEP 1:

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. Once confirmed, proceed to disassembly.

**STEP 2:** Park on a flat level surface and place the transmission in park. Activate the parking brake and chock the Rear wheels. Break the lugnuts loose on the front tires before lifting the vehicle.

**IMPORTANT:** Do not remove lug nuts, just break them loose.

**STEP 3:** Using a properly rated jack, lift the front of the car using the factory jack points and install jack stands under the subframe.

**STEP 4:** Remove the front wheels and tires..

**STEP 5:** Use a jack to support the lower Control Arm near the ball joint. Remove the shock, brake caliber, and tie rod end from the spindle and swing out of the way. If the vehicle is equipped with a sway bar remove the endlink now. Locate and **loosen** the Ball Joint nuts on your Factory Upper and lower Control Arms. Separate the ball joints from the spindle and remove the spindle. **Fig 1:**

**STEP 6:** Carefully lower the control arm with the jack and be mindful the Coil spring is under tension. Remove Coil Spring. **Fig 2:**

**STEP 7:** Loosen the factory lower Control Arm bolts holding the arm to the frame. Remove bolts and slide the factory arms out of the pockets. **Fig 3**

**STEP 8:** On your new UMI Performance Control Arm, apply a thin layer of grease to the face of your bushings that makes contact with the frame. This will ensure there is no premature wear, or squeaks. **Fig 4.**

## FIGURES FOR REFERENCE

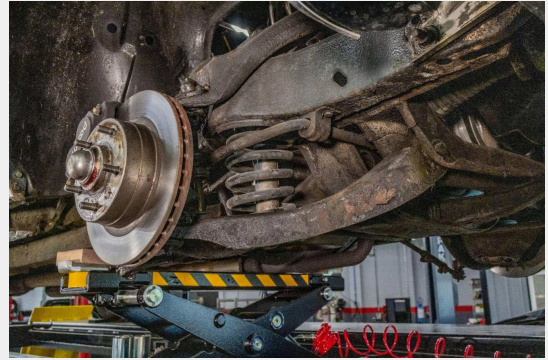


Figure 1: Remove factory components



Figure 2: Lower control arm and remove spring.

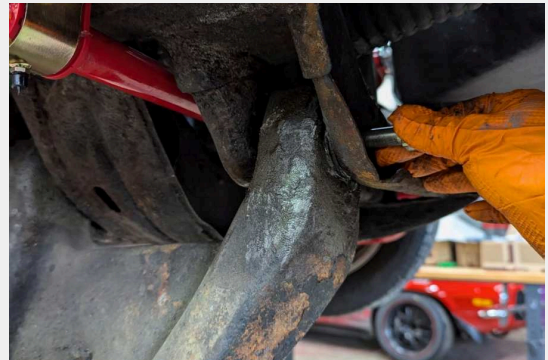


Figure 3: Remove Factory Arm

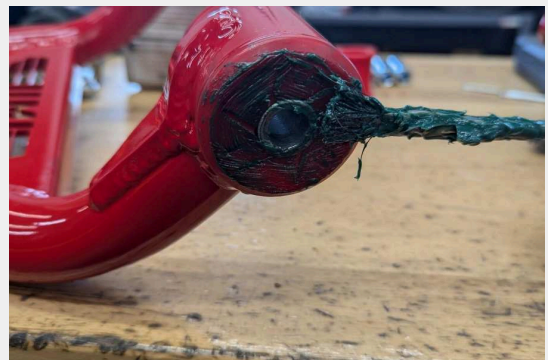


Figure 4: Apply grease

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## FIGURES FOR REFERENCE

**STEP 9:** Slide your new Control Arm into the mounting pockets making sure the **Curved side of the arm is to the Front of the car. Fig 5** . Leave the control arm bolts slightly loose, you will need to torque them down later while the car is on the ground at ride height to prevent binding.

**Note:** Depending on the year of your car will depend on where the bump stop could go. We have not installed the bump stop for this reason. We have supplied a stainless cap screw along with a sealing washer to plug the other bung that is not being used.

**STEP 10:** Make sure the spring pig tail is set properly in the frame pocket of the car and is aligned in the lower arm. Using your jack, lift the lower arm up into place and reinstall the spindle, tie rod end, caliper, and shock.

**STEP 11:** Install sway bar end link with supplied hardware.. Use the supplied bolts using a washer on both sides along with the locking nut. **Torque the lower bolt thru the endlink to 37 ft lbs. The upper nut gets torqued to roughly 14 ft lbs or until the rubber bushings compress to the size of the washer. Fig 6**

**STEP 12:** Reinstall wheels and torque to factory spec. Same procedure on the other side of the vehicle. **When both sides are complete, set the weight of the car on cribbing or the ground and torque the lower control arm bolts to 80-90 FT-LBS.**



Fig 5: Lower arm in place arrow faces front of the car.

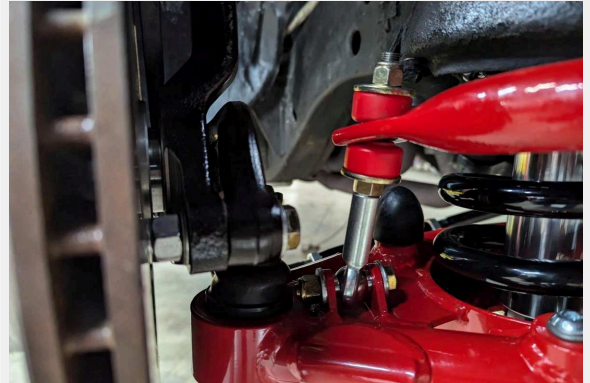


Figure 6: Install sway bar end link



Figure 7: Lower arm complete