

Tubular Front Lower A-Arms – Delrin / Rod End
Item # 2307



Box Contents:

- (1) Installation Instruction Sheet
- (2) Front Lower A-Arms
 - (1) Driver Side
 - (1) Passenger Side
- (2) Rod Ends (Mounted)
- (2) Ball Joints (Mounted)
- (4) Delrin Bushing Halves (2 per arm, Mounted)
- (2) Steel Sleeves (Mounted)
- (2) Aluminum Spacers (No longer included, see note)
- (2) Grease Fittings (Mounted)
- (1) Hardware Kit (Loose)
 - (4) 3/8" x 1 1/2" Bolts
 - (4) 3/8" Nuts
 - (4) 3/8" Lock Washers
- (1) Packet Prelube (#9.11108) (Loose)

Applications:

- * 1993 – 2002 Chevrolet Camaro
- * 1993 – 2002 Pontiac Firebird (All Models)

***NOTE: As of July the Aluminum spacer shown in the picture is no longer included with the kits. The kits now feature a thicker shock base and the spacer is not needed.**

Thank you for Putting Your Trust in A UMI Performance Product!

www.umiperformance.com



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Phillipsburg, PA 16866
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Installation Instructions
support@umiperformance.com
www.umiperformance.com

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 throughout installation. More detailed installation pictures can also be found at www.umiperformance.com/2300

- 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, locate supplied aluminum plate and place it between the shock and the A-Arm, this helps to spread the shock load throughout the entire A-Arm mount. 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 and 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!!!!**

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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)

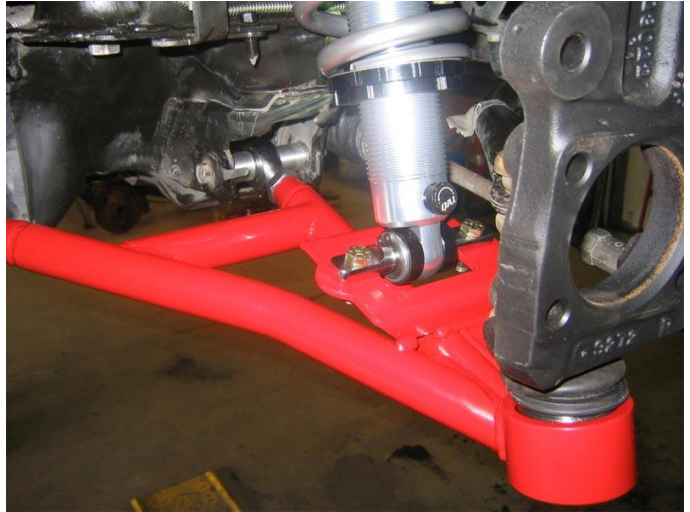
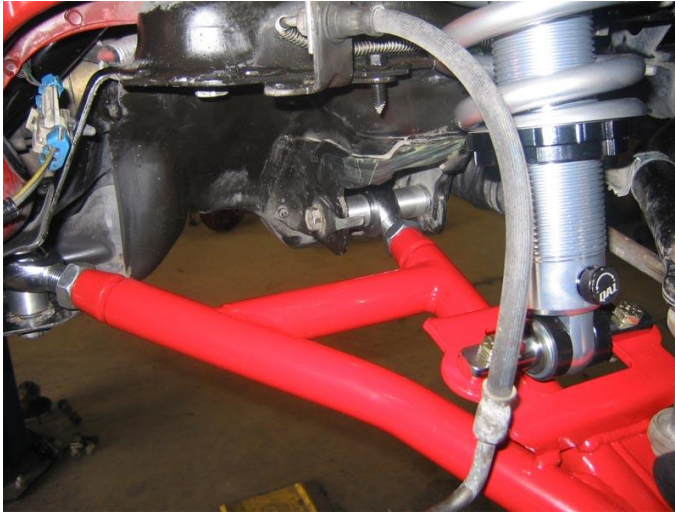
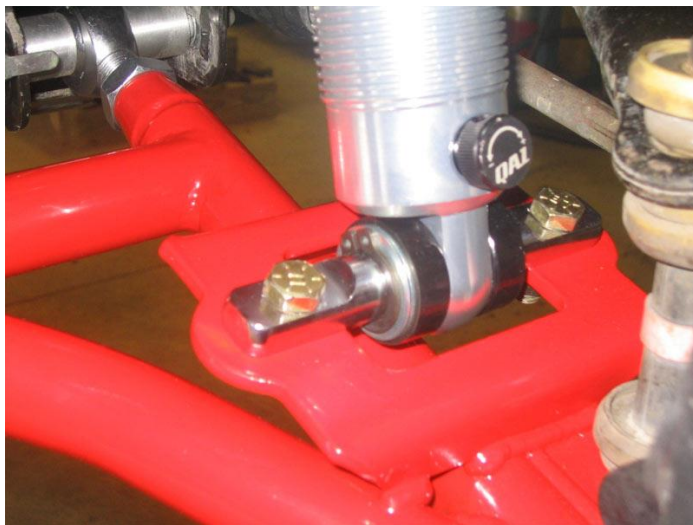


Image 3- Lower A-Arm with shock installed.

Image 4- Upper and Lower A-Arms installed.



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1993 – 2002 GM F-Body

UMI Performance Inc.
Made in Pennsylvania, USA

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