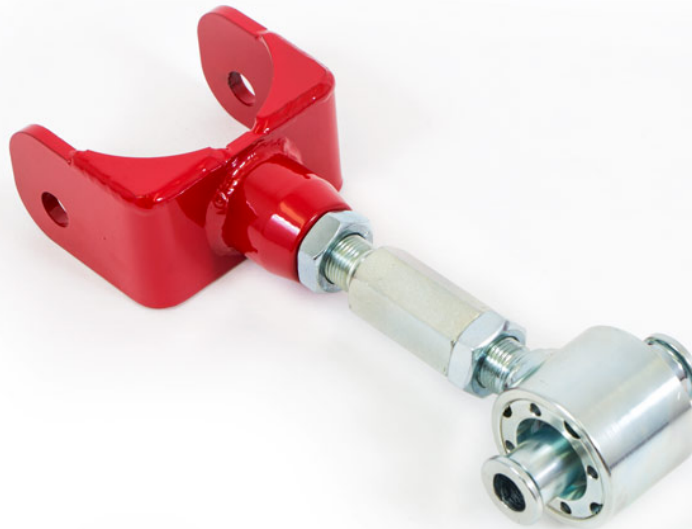


Adjustable Upper Control Arms – Roto-Joint
Item #1062



Box Contents:

- (1) Installation Instruction Sheet
- (1) Adjustable Upper Control Arm
- (1) Roto-Joint (Assembled, Mounted)
- (1) Grease Fitting

Applications:

* 2005 – 2010 Ford Mustang

*******PLEASE READ*******

About your Roto-Joint: All Roto-Joint items are shipped fully assembled and ready to be installed. The Roto-Joints arrive with a very light film of grease, although it is not enough to maintain the integrity of the Roto-Joint during use. The end user **MUST** grease the Roto-Joint with 1-2 pumps only of marine type grease before use. Marine type grease is recommended due to its high resistance to water washout, keeping the Roto-Joints functioning like new over a longer period of time. Should the Roto-Joint be difficult to grease after initial installation, UMI Performance recommends driving the vehicle approximately 100 miles to let the Roto-Joint adjust to vehicle conditions and then add 1-2 pumps of grease. The Roto-Joint is a precision tolerance item and the Delrin raceway can be damaged easily if proper care is not taken. UMI Performance does **NOT** recommend disassembling the Roto-Joint at any time, with the exception of the intent to rebuild an older, worn Roto-Joint. The internal components of the Roto-Joint are held in using a set screw which prohibits the adjusting ring to loosen during use. If, over time, the Delrin raceway wears down, the Roto-Joint can easily be re-tightened using the spanner wrench (UMI #0019). Using the spanner wrench, tighten the Roto-Joint by turning the adjusting ring clockwise until the ring is tight.

1. Before installation, verify box contents are correct and read through instructions completely.

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2. Begin installation by removing the rear lower seat. Once removed, locate and remove the 12mm bolt under the seat. Retain hardware for re-installation. **NOTE:** The bolt will be tight due to Loctite on the threads from the factory.
3. On a solid, level surface, jack up the rear 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 rear sub-frame, one on each side. **Do NOT support vehicle by the rear axle.**
4. Use a T-47 Torx bit to loosen the gas tank straps. The gas tank will be fine to rest on the drive shaft during installation. Retain factory hardware for re-installation.
5. Re-locate the floor jack underneath the rear differential and jack the rear end up slightly to relieve any tension on the stock control arm that could hinder removing it. Using an 18mm socket, remove the (2) upper control arm bracket bolts and then remove the factory upper control arm hardware at the rear axle using both a 21mm wrench and 18mm socket, each on their respective side. Retain all hardware for re-installation. At this time the bracket and the upper control arm can now be removed from the vehicle.
6. Remove the control arm from the bracket using the 21mm wrench and 18mm socket, respectively. Retain all hardware for re-installation.
7. Using the factory hardware retained in step #6, mount the UMI adjustable upper control arm to the factory control arm bracket. Since this bolt cannot be reached once the control arm is installed, it can be tightened to 90 – 100ft lbs at this time. **NOTE:** The control arm is pre-set to the factory length; however, we recommend to double check this measurement with your vehicle **BEFORE** installing the control arm.
8. Next, position the control arm and bracket unit back to the factory location. Loose fit the (2) 18mm bolts retained in step #5 to hold the control arm & bracket in place. Locate the 12mm bolt retained in step #2 and re-install it at this time. Now all (3) mounting bracket bolts can be tightened.
9. With the bracket in place, use the floor jack to help line up the new control arm with the bushing at the rear end. Once aligned, mount the control arm to the rear end using the remaining hardware retained in step #5. **Do NOT tighten at this time.**
10. Re-install the gas tank straps using the factory hardware retained in step #4.
11. Fully load the suspension by relocating the jack stands under the rear axle. This will reduce chance of any bushing bind once installed. At this time, the upper control arm bolts can be tightened to 90 – 100 ft lbs.
12. Lower the vehicle to the ground. Installation is complete.

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Adjustable Upper Control Arm – Roto-Joint

UMI Performance Inc.
Made in Pennsylvania, USA

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