

Tubular Upper A-Arms
Item #3033

PASSENGER

DRIVER



Note tubing welded flat to plate to determine a-arm side.



Box Contents:

- (1) #3033 Driver Side
- (1) #3033 Passenger Side
- (2) #3033F Cross-shafts (Mounted)
- (4) #3033I Delrin Bushings
- (2) #6052G Bump Stops
- (4) #1000075 Washers (Mounted)
- (4) # 1000070 Washers (Mounted)
- (4) #1000071 Nuts (Mounted)
- (4) Grease fittings (Mounted)

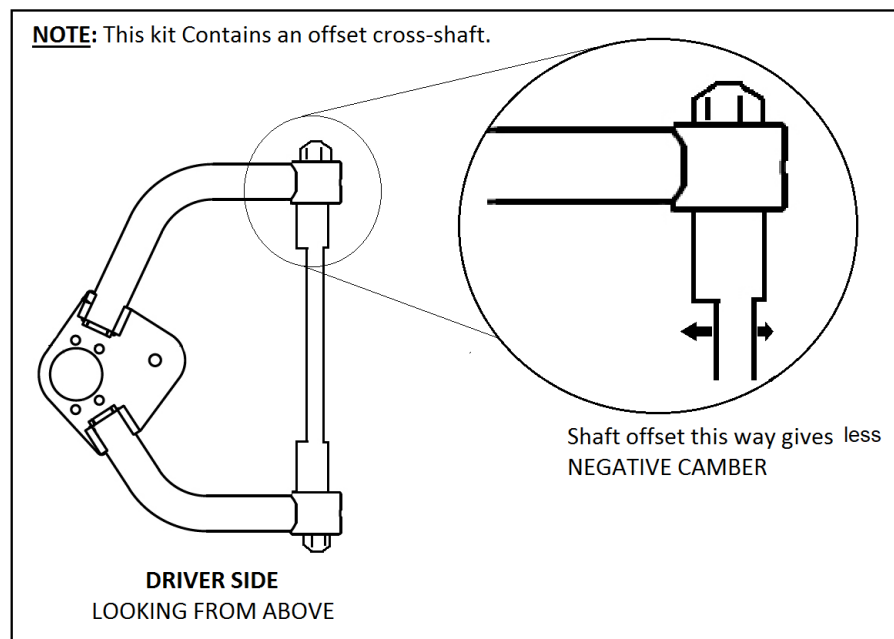
Applications:

- * 1978 – 1988 GM G-Body
- * 1982 – 2003 Chevrolet S10
- * 1982 – 2003 GMC S15

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1. Before installation, verify box contents are correct and read through instructions completely.
2. On a solid, level surface, jack up the front 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 frame, one on each side. Also, be sure to leave enough room to fully unload the coil spring.
3. Remove wheel(s) then loosen and remove front sway bar end links (top and bottom) from both driver and passenger side. This will allow you to rotate the sway bar out of the working area.
4. Remove cotter pin from the upper ball joint and loosen the castle nut, but **DO NOT** remove at this time.
5. Using a separator, or pickle fork, separate the upper ball joint from the spindle.
6. Jack up on the lower A-Arm until the castle nut can be removed. Remove the upper arm from the spindle and frame. **NOTE:** Retain the shims for installation of new upper A-Arm.
7. Install the UMI upper A-Arm on the vehicle's frame first, but **DO NOT** tighten at this time.
8. Install the upper ball joint into the spindle and tighten. Then install the new cotter pin.
9. Move to the opposite side and repeat steps #4 - #8.
10. Mount the wheels and carefully lower the vehicle to the ground.
11. Re-install the factory shims retained from step #6 on the UMI upper A-Arms and tighten bolts on the frame.
12. Take vehicle to a local mechanic for alignment.



NOTE: UMI A-Arms feature alignment settings that cannot be achieved using the factory A-Arms. Below are new alignment specs recommended by UMI. Depending on vehicle ride height or other modifications some competition specs may not be able to be achieved.

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ALIGNMENT RECOMMENDATIONS

	Street and Show	Street Performance	Competition
Camber	0 to -1/4 degrees	-1/2 degrees	-1 to -1.5 degrees
Caster – Driver Side	+4 degrees	+5 degrees	+5 to +6 degrees
Caster – Passenger Side	+4.5 degrees	+5.5 degrees	+5.5 to +6.5 degrees
Toe	IN 1/8" total	IN 1/16" total	OUT 0" to 1/16" total (Autocross)

Tall Ball Joint Information:

Some UMI P/N's use tall upper and/or lower ball joints to enhance cornering performance (upper ball joints shown for illustration). Tall ball joints look different than the standard OEM ball joints. Please install with confidence. It is 100% A-OK and expected for the ball joint shaft to be exposed. The taper is what locks the ball joint in place, and is a standard A-body spindle taper. The boot does not have to cover the shaft. Grease is only necessary on the pivot point. Super-tall ball joints have a necessarily tall boot design. This design looks bad when in full droop but is A-OK when the car is at ride height.



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G-Body/S10 Tubular Upper A-Arms

UMI Performance Inc.
Made in Pennsylvania, USA

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