

78-88 GM G-body Rear Coilover brackets Item # 3048



IMPORTANT NOTES

The UMI 3048 kit is intended to allow the use of 2-1/2" racing coilover springs and shocks on the rear of the GM G-body. UMI is not responsible for failure due to misuse, mis-installation, shock bottoming, etc. The rear bump stops should be utilized to prevent shock bottoming and subsequent bracket damage.
UMI is not responsible for fitment issues when using other companies' components such as sway bars, relocation brackets, etc. The 3048 kit fits UMI 1" rear sway bar and drag anti-roll bar and UMI control arms.
Please follow all applicable safety practices when working on a raised vehicle such as proper use of jack stands and safety glasses, and care when lifting heavy object such as the rear axle.

Technical specs: Shock ride height at about 2" lowering is approximately 13-3/4"- 14-5/8". The double shear brackets are 1-1/4" wide and use a 1/2" diameter bolt. Testing was completed using Viking C209-U. Springs were tested using 12" 110 lb/in, and 12" 150 lb/in.

Installation Instructions:

1. Remove existing rear springs and shocks. Be sure to support axle in a safe manner.
2. Removing the lower shock bolt will allow the rear to droop enough to remove the springs. Then remove Lower Control Arm bolt at this time and swing the control arm down.
3. Use of penetrating oil or slicing wheel to remove corroded hardware may be required for steps 1-2.
4. Loosely install the lower bracket using 1/2-13 bolt, nut and lock washer through the factory shock hole. Do not tighten past nyloc in this step.
 - a. During testing, we have found most rear ends require grinding to allow bracket to fit. The reinforcement plate with (3) holes in it requires more room. Use a grinder and haze the edge as shown in Figure 5 to clearance this location.
5. Install M12 bolt and washer through coilover bracket and control arm mount. If using relocation holes of the brackets, ensure the use of an anti-crush sleeve (included) in the factory control arm mounting position (very top hole of bracket). Loosely tighten lock nut to nyloc insert.
6. The second hole on the plate is a secondary anti-rotation hole. If you intend on using this hole, drill the plate and control arm mount with a 3/8" drill bit, and install 3/8-16 bolt, lock washer and nut. Final torque to 35 ft-lb.
7. Install lower control arm into desired location on the bracket, place M12 bolt with washers through at this time.

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8. Torque ½-13 lower bolt to 60 ft-lb. For M12 bolt through lower control arm, load suspension and torque to 72 ft-lb.
9. The lower mount is now installed.
10. Install lower jam nut onto Viking shock by threading down to the bottom. Lip should face up. May require snap ring pliers to remove/install upper T-bar assembly.
11. Install main nut onto Viking shock and thread down to the jam nut.
12. Install washer, bearing and washer (optional - in figure 4).
13. Lubricate threads on shock body with anti-seize.
14. Slide spring down onto shock and install coilover hat. Reinstall upper T-bar at this time if previously removed.
15. Prepare UMI upper mount and Viking coilover. The shock mount reinforcement plate is to be sandwiched between the upper T-bar of the shock, and the chassis.
16. Guide the shock up and align the t-bar with the shock holes and reinforcement plate. Install supplied 3/8" x 1.5" bolt from top to bottom and tighten to approximately 35 ft-lbs.
17. Complete the installation by installing the lower bolt through the shock and bracket, tighten to 60 ft-lb.
18. Repeat for opposite side.

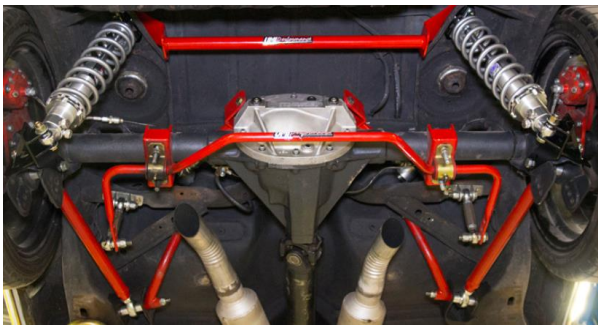


Fig 1 – Whole system

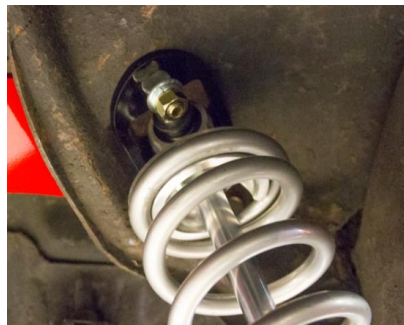


Fig 2 – Upper bracket location



Figure 3 – Lower bracket detail



Figure 4 – Assembly For thrust bearing



Figure 5 – Grinding detail

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UMI Performance, Inc.
Manufactured in Philipsburg, PA-USA

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