

Boxed Lower Control Arms – Poly / Roto-Joint
Item # 3626



Box Contents:

- (1) Installation Instruction Sheet
- (2) Boxed Lower Control Arms
- (2) Roto-Joints (Mounted)
- (4) Polyurethane Bushings (Mounted, 2 per Control Arm)
- (2) Steel Sleeves (Mounted)
- (1) Packet Formula 5 Prelube (#9.11108)

Applications:

- * 1978 – 1996 GM B-Body Chassis Only
- * 1994 – 1996 Chevrolet Impala SS
- * 1978 – 1996 Chevrolet Caprice
- * 1978 – 1996 Buick Roadmaster
- * 1978 – 1988 Buick LeSabre
- * 1978 – 1981 Pontiac Bonneville, Catalina

*****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. 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 frame, one on each side. **Do NOT support vehicle by the rear axle.**

NOTE: Install control arms one side at a time. Removing both control arms will allow the rear axle to shift forward, in turn, making the installation more difficult.

3. If your vehicle is equipped with a rear sway bar, remove it at this time. Then, using 22mm wrenches and/or sockets, remove both front and rear control arm bolts. Retain bolts for future use. Remove the stock control arm and set aside.
3. Locate the UMI lower control arm, and then prelube the exterior surfaces of the polyurethane bushings with the supplied prelube packet. Position the lower control arm so that the Roto-Joint mounts to the axle and the grease fittings are angled toward the ground. Then secure the control arms loosely with the bolts retained in step #3. **Do NOT tighten at this time.**
4. Repeat steps #3 - #4 on opposite side.
5. Lift the rear of the vehicle with a floor jack and re-position the jack stands under the rear axle. Lower the rear of the car on to the jack stands positioned at the axle. This will load the rear suspension.
6. At this time, tighten ALL (4) lower control arm mounting bolts and lube each arm with 1 – 2 pumps of grease only. Recommended torque specification on lower control arm is 72 ft lbs.
7. If equipped, re-install the rear sway bar at this time using remaining hardware retained in step #3.
8. Lower rear of vehicle to the ground. Installation is complete.

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UMI Performance Inc.
Made in Pennsylvania, USA

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