

On-Car Adjustable Rear Upper Control Arms w/ Roto-Joints

Item # 3628



Box Contents:

- (1) Installation Instruction Sheet
- (2) Adjustable Upper Control Arms
- (2) Roto-Joints (Assembled, Mounted)
- (2) Grease Fittings (Mounted)
- (2) Adjusters (Mounted)

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.
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.**
3. Re-locate the floor jack under the rear differential and raise the jack until there is slight upward pressure on the rear end.
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.
4. Locate one of the UMI adjustable control arms and begin installation with the driver's side. Using wrenches and/or sockets, remove both front and rear control arm mounting bolts and remove the stock control arm from the vehicle. Retain bolts for future use. If the control arm seems unusually difficult to remove, use the jack to move the differential up and/or down to release any tension on the control arm.
NOTE: If you are installing new rear end housing bushings, this procedure should be completed now. A torch is recommended to ease the removal of old bushings.

Thank you for putting your trust in a UMI Performance product!



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Installation Instructions

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5. The UMI control arm's are set to stock length, however, UMI recommends verifying the length of the new control arm with the stock control arm before installing. Once verified, install the UMI control arm using the hardware retained in step #4, keeping a loose fit. **Do NOT tighten bolts at this time.**
 6. Repeat steps #4 - #5 on passenger side.
 7. Fully load the suspension by relocating the jack stands under the rear axle. At this time, the (4) upper control arm bolts can be tightened to 90 – 100 ft lbs.
- NOTE:** Check the jam nuts periodically. The jam nuts may work loose over time and will need to be retightened.
8. Lower the vehicle to the ground. Installation is complete.

Setting Pinion Angle

UMI Performance presets the control arms to stock length. However, please double check these adjustments. An angle finder is needed to measure the drive line angle of the vehicle.

How to Check the Current Pinion Angle

To check the current pinion angle the vehicle must be level with the suspension **fully loaded**. Place the angle finder on the drive shaft and record the angle. Now place the angle finder on the bottom of the rear end or rear end yoke, record this angle as well. To achieve true pinion angle you must add the two measurements together. For example if the drive shaft measures 0 degrees and the rear end measures -1 degrees you have -1 degrees of pinion angle. We have found the best settings for a street driven car are: 1-2 degrees downward.

How to Adjust the Pinion Angle

Using UMI Performance's on-car adjusters, adjusting pinion angle is simple. Loosen both jam nuts on the adjuster of each control arm. Use a 1" wrench and adjust each adjuster **equally**. It won't take much to move one degree, so check angles often when adjusting. Once pinion angle is set tighten **all** jam nuts. Check all bolts and jam nuts often. Pinion angle is to be set with suspension loaded and vehicle level.

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On-Car Adjustable Upper Control Arms – Roto-Joint / Roto-Joint

UMI Performance Inc.
Made in Pennsylvania, USA

Thank you for putting your trust in a UMI Performance product!

Page 2 of 2

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