

**Rear Upper Control Arms w/ Roto-Joints**

Item # 4036



**Box Contents:**

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

**Applications:**

- \* 1968 – 1972 Chevrolet Chevelle, Monte Carlo, Malibu, El Camino
- \* 1968 – 1972 Buick Skylark, Grand Sport, Special
- \* 1968 – 1972 Pontiac Lemans, GTO
- \* 1968 – 1972 Oldsmobile Cutlass, 442, F-85

\*\*\*\*\*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.

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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 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.

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



509 Hemlock St  
Philipsburg, PA 16866  
Ph- 814.343.6315 Fax- 814.343.6318

## Installation Instructions

support@umiperformance.com  
www.umiperformance.com

**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. Begin installation with the driver's side. Using 18mm 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.

5. Locate one of the UMI control arm's and lube the bushing surfaces of the new control arms before install. Use the supplied grease packet and place a heavy coat of grease on the outside surface of each bushing. Install control arm into place with the grease fittings angled up towards the floor board. **Do NOT tighten bolts at this time.** The vehicle's weight must on the rear axle before tightening to prevent bushing preload. The grease placed on the outside surface of the bushings will help ease control arm into place and prevent bushing damage.
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 72 ft lbs. Lube each grease fitting with 3 – 3 1/2 pumps of grease.
8. Lower the vehicle to the ground. Installation is complete.

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UMI Performance Inc.  
Made in Pennsylvania, USA

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