

64-72 GM A-Body Poly/Roto Lower Control Arms

Item #4038



*******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. If equipped, first remove the (4) bolts securing the sway bar to the lower control arms. Set sway bar and (4) bolts aside for now.

NOTE: Remove and install the control arms one at a time. If both lower control arms are removed, the axle will shift forward making the remaining installation more difficult.

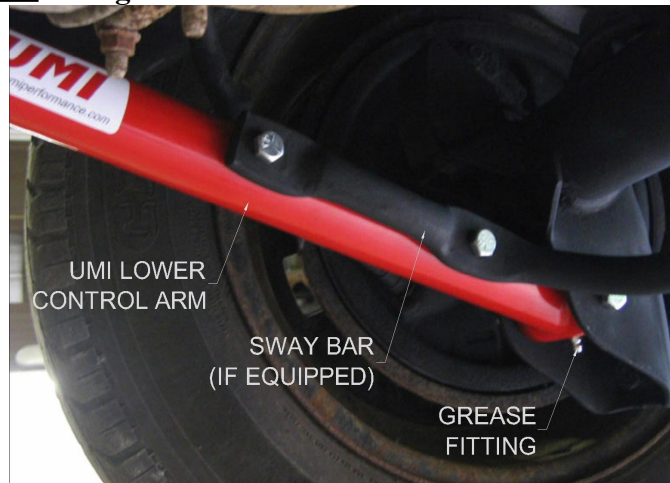
4. Using an 18mm wrenches, remove the two bolts holding the stock lower control arm in place. Retain bolts for later use. Carefully remove the stock lower control arm and set aside.
5. Locate the UMI lower control arm and pre-lube the exterior surfaces of the polyurethane bushings using the supplied pre-lube packet. The pre-lube will ease installation and reduce friction that could cause bushing damage during the install.
6. Slide the lower control arm into position with the Roto-Joint at the axle mount and the grease fittings angled toward the ground. (See IMAGE #1)

NOTE: If vehicle is equipped with a sway bar, the sway bar mounting holes should be closer to the axle.

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

7. Install the (2) 18mm bolts retained in step #4. **DO NOT tighten at this time.** (The rear axle must be pre-loaded first.)
8. Repeat steps #4 - #7 for the opposite side.
9. If equipped, re-install the sway bar at this time using the (4) factory bolts.
10. Place a floor jack under the rear axle and raise the rear end of the vehicle just enough to relocate the jack stands to the rear axle. Once the stands are positioned securely under the rear axle, the floor jack can be removed, causing the vehicle's weight to transfer to the jack stands.
11. Tighten all (4) 18mm bolts to recommended torque specification of 72 ft lbs. Lube the grease fittings with 1-1 ½ pumps of grease only. **DO NOT over grease.**
12. Finally, jack up the rear of the vehicle one last time to remove the jack stands. Carefully, lower the vehicle to the ground. Installation is complete.

General Maintenance: Use marine type grease. Marine type grease cannot be washed away with water. Grease the control arm bushings 2-3 times a year, adding only 1 pump of grease. **DO NOT over grease.**



DISCLAIMER OF WARRANTY

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UMI Performance Inc.
Made in Pennsylvania, USA

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

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