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UMI Performance
Race Proven Suspension Systems

Installation Instructions

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4062-1 Hardware Check-List

1964-1972 GM A-Body

Checked ☑	Item	Description
☐	**(1)4062-1 Driver**	Driver Side Coil over A Arm
☐	**(1)4062-1 Passenger**	Passenger Side Coil over A Arm
☐	**(1x) 2648**	Removable Coil over Lower A-Arm Hardware Kit
☐	**(1x) 2649**	Sway Bar Endlink Kit
☐ ☐	**(2x) 4062F**	Shock Mount (R or B)
☐ ☐	**(2x) 4062G**	Shock Mount w/ Large Hole (R or B)
☐ ☐	**(2x) 4062K**	Dropped Shock Mount (R or B)
☐ ☐	**(2x) 4062L**	Dropped Shock Mount w/ Large Hole (R or B)
☐	**(1x) 4062 Install**	4062 Install Instructions
☐	**(1x) Grease Packet**	Grease Packet
☐	**(1x) Howe instructions**	Howe Ball joint instructions

4062-1 is intended for use with a Factory Spindle,
For use with a Drop Spindle 4062 Is recommended

1964-1967 Uses a 5” Stroke Shock like the UMI S6855
1968-1972 Uses a 4” Stroke Shock like the UMI S6845
This is due to a GM Factory change in the upper shock mounts

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Tubular Front Lower A-Arms
Item #4062-1

Note: Arms are pictured upside down, The bent tube goes toward the front of the car when installed

The following steps are listed for install of Upper (#4056) & Lower (#4062) A-Arms at the same time

1. Before installation, verify box contents are correct and read through instructions completely.
2. On a solid, level surface, jack up the front 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. Also, be sure to leave enough room to fully unload the coil spring.
3. Remove wheel(s) then loosen and remove front sway bar end links (top and bottom) from both driver and passenger side. This will allow you to rotate the sway bar out of the working area.
4. Remove outer tie rod from spindle.
5. Remove shock bolts from lower A-Arm.
6. At upper ball joint, remove cotter pin and loosen the castle nut, but **DO NOT remove completely at this time.** At lower ball joint, remove cotter pin and loosen the castle nut, but **DO NOT remove completely at this time.**
7. Separate both upper & lower ball joints.
8. Place a jack under the lower A-Arm or under the ball joint. Lift the A-Arm until the upper castle nut can be removed.
9. Remove the upper A-Arm from the frame.
10. Remove the castle nut from the lower ball joint and pick up on the rotor to remove the spindle. Secure the spindle out of work area.
11. ****CAUTION**** Orient the shock mount for coil spring removal. **Slowly** let down the jack to remove the coil spring. Use caution as coil spring is under compression.
12. Loosen and remove the lower A-Arm from the frame. Retain bolts for later use.
13. Using supplied pre-lube packet, lube the outer surface of the Delrin bushings to ease install, position the lower A-Arm in place at the frame and secure with the factory bolts or new hardware.
14. Install the spindle unit to the lower A-Arm and **HAND TIGHTEN ONLY** at this time. (see figure 4)
15. Locate the UMI upper A-Arm and secure it to the frame.
16. Next, align the upper ball joint with the spindle. Tighten the castle nut to factory specification at this time. Install the cotter pin to secure.
17. Tighten the lower ball joint castle nut to factory specification and insert the cotter pin can to secure the nut. (reference *Figure 1*)
18. There are 2 lower shock mounts included in with the Arm. This is to allow gain adjustment range for the wide variety of shocks on the market. See (*Table 1*) to determine which mount works best for your application
19. Assemble the shock mounts to both lower A-arms as shown in *Figure 2* (be sure to use correct spacers). Measure the lower shock bearing to determine correct spacers (See *Figure 2* and *Figure 3*). Place the brackets on the arm where the center hole is closest to the ball joint. The plate with the large hole goes on the front of the arm, the small hole on the rear.
20. Install the Coil-Over shocks and springs by removing the outboard shock mount bolt and swinging the two plates out of the way. This allows you to place the shock up through the a arm and secure the top shock mount. Next connect the shock to the lower arm with the appropriate spacers (This will be easiest when the coil over adjuster-nut is lowered to the bottom of the shock). Reinstall outboard shock mount bolt (See *Figure 4* and *Figure 5*).

****NOTE**** When installing shocks be sure that any compression or rebound adjusters have ample clearance. Generally it is best to have any adjuster face toward the center of the car. This ensures that the adjuster knobs do not contact any bolts or sleeves and become damaged.

21. Re-install the tie rod to the spindle, tighten the bolt to factory specification.
22. Tighten all remaining bolts to factory specification before installing sway bar endlinks.
23. Install the new sway bar end links, reference *figure 6* and *figure 7* for assembly order. The length of the sway bar links is adjustable. These should be set equal on both sides.
24. Re-install wheel(s).
25. Adjust coil overs to desired ride height.
26. Align front end of vehicle. Alignment specs are recommended at end of instructions. The specs are for cars utilizing the UMI 4056 adjustable upper a arm with the 4062 Coil over lower a arm.

Table 1: - Find the shock you are using , then the spindle, ride height, then choose the correct bracket

Note :Ride Height is measured from the top of the fender well to the center of the wheel

Shock	Spindle	Ride Height Range	Bracket
UMI S6845/UMI S6855	Factory	13.5-15.25	4062 K&L – (Dropped)
UMI S6845/UMI S6855	2” Drop Spindle	12.25 – 13.75	4062 K&L – (Dropped)
UMI S6845/UMI S6855	2” Drop Spindle	13.25 – 15.0	4062 F&G – (Short)
7” Shock with UMI 4054 upper bracket			4062 F&G – (Short)
Hybrid Coil over			4062 F&G – (Short)

(2) design of brackets are given to allow for a wider ride height range. It is important to have a minimum of 50% of the shock shaft showing at ride height to allow enough compression travel. Other combination may work, we included both to allow user adjustment

For questions please email: **support@umiperformance.com**

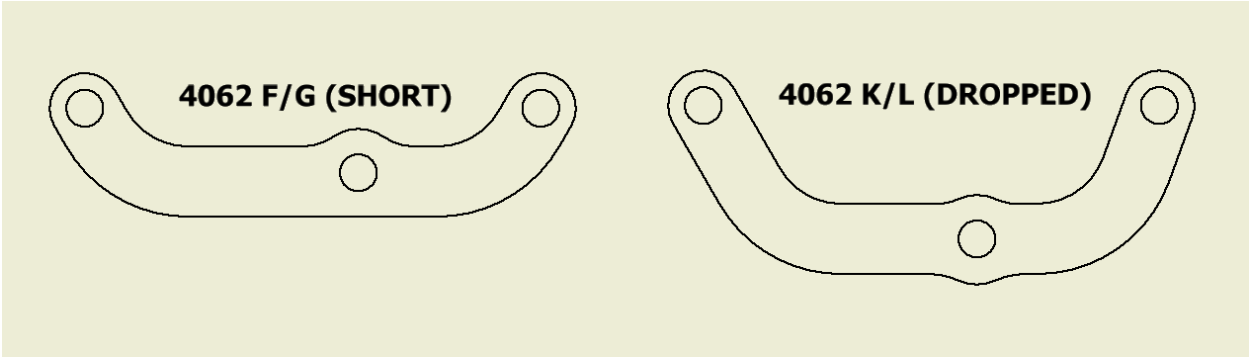

Figure 1: Lower A arm installed with Spindle

Figure 2: Measure the Bearing Sleeve Width

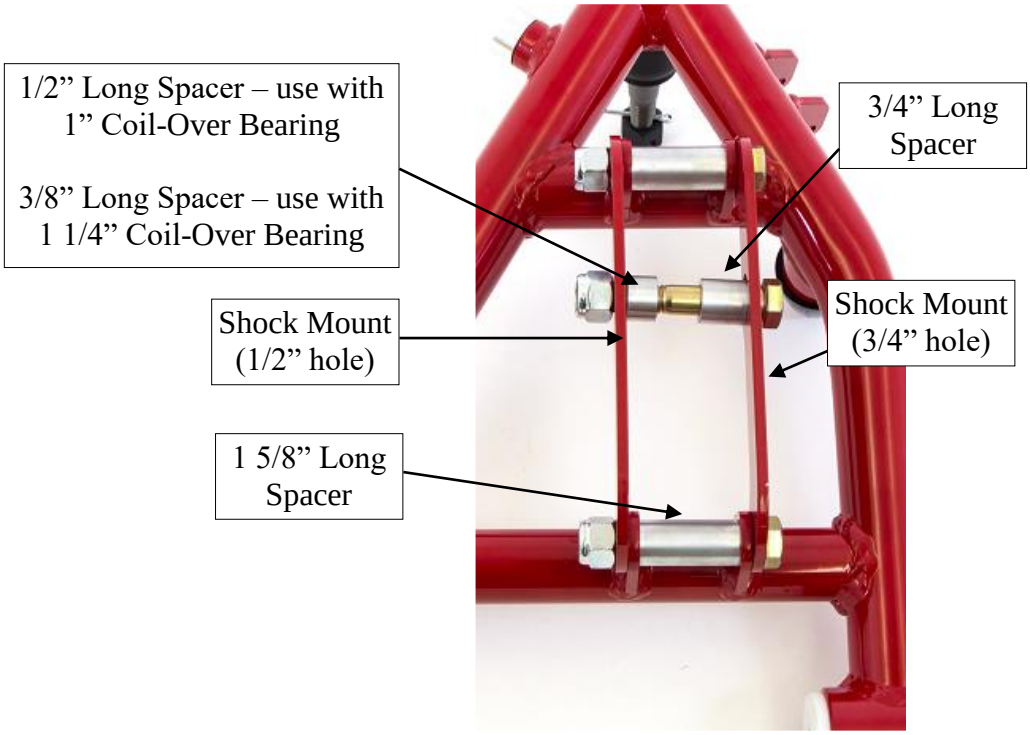

Figure 3: Use supplied 1/2 bolts, washers, and nuts

Figure 4: Swing coil over into place and insert outer shock mount bolt

Figure 5: Installed Coil over. The black spacer will stick out of the front plate slightly.

End-links should be assembled to the sway bar as shown in the figure to the right. Once everything is installed to the sway bar, lock the two upper jam nuts. Also, lock the lower jam nut against the rod end.

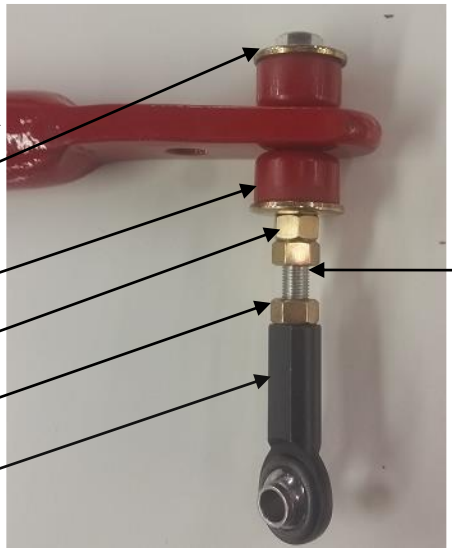

Figure 6: Sway Bar End-Link Assembly Diagram

Figure 7: installed sway bar end link

Howe Ball Joints:
This arm is equipped with Howe Racing Enterprises Ball joints. If ball joint replacement is needed in the future, it is required to use the same ball joint as the press fit for these differ from standard parts store ball joints.

Howe Instructions are included

Ball joint info: Tall ball joints have exposed shaft. This is A-OK and does not hurt any aspect of performance or assembly. The extra shaft distance is used to improve camber gain and handling performance. Installation relies on the taper and not on the shaft.

NOTE: UMI A-Arms feature alignment settings that cannot be achieved using the factory A-Arms. Below are new alignment specs recommended by UMI. Depending on vehicle ride height or other modifications some competition specs may not be able to be achieved.

ALIGNMENT RECOMMENDATIONS

	Street Performance	Competition (May cause faster tire wear for street use)
Camber	-1/2 degrees	-1 to -2 degrees
Caster – Driver Side	+8 degrees	+8 to +10 degrees
Caster – Passenger Side	+8.5 degrees	+8 to +10 degrees
Toe	IN 1/16” total	OUT 0” to 1/8” total

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Tubular Coil over Lower A-Arms
1964 – 1972 GM A-Body

UMI Performance Inc.
Made in Pennsylvania, USA