



**# 2053-600T**

93-02 GM F-body Front Coil-over Kit

Checked <input checked="" type="checkbox"/>	Part Number	Description
<input type="checkbox"/> <input type="checkbox"/>	(2x) S6875T.....	Front Shock # 100232
<input type="checkbox"/> <input type="checkbox"/>	(2x) 12B0600 ...	Front Spring (600 lbs/in)
<input type="checkbox"/>	7917-101 .....	Thrust Bearings and Washers
<input type="checkbox"/>	2048 .....	Front Coil-Over Conversion Kit
<input type="checkbox"/>	2058.....	Pack of (8) Shock-Centering Spacers



The rear brackets of this kit will only work with a lower control arm that has a tubular diameter of 1.5" or less.

This system is designed to operate on the bump stops during race applications and while daily driving. Do not be alarmed if the vehicle is on bump stops at ride height.

After this kit is installed onto the vehicle several precautions must be taken. These precautions ensure no damage is inflicted to you or your vehicle.

- No larger than 1.5" lower rear arms
- Shock center-to-center ride height should be no less than: 17.5" Front // 15.5" Rear
- UMI Performance does not recommend exceeding the suggested ride height range and is not responsible for any damage because of it.
- UMI Performance recommends running your vehicles suspension through its travel and inspecting it for any unwanted contact.
  - Front upper control arms contacting inner fender
  - Wheels contacting fenders
  - Axle brackets contacting exhaust
  - etc



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Item # 2053-600



IMPORTANT NOTES

UMI is not responsible for failure due to misuse, mis-installation, shock bottoming, etc.

UMI is not responsible for fitment issues when using other companies' components such as sway bars, A-Arms, etc. This kit fits UMI 35mm and factory sway bar as well as A-arms with the factory shock bolt location

Please follow all applicable safety practices when working on a raised vehicle such as proper use of jack stands and safety glasses, and care when lifting heavy objects.

Installation Instructions:

1. Begin by removing front shocks and springs. Be sure to support vehicle in a safe manner.
2. Remove spindle front upper ball joint.
3. Remove bolts from the top of the strut mount from the engine bay. Driver's side will require loosening and moving the brake booster to access some bolt heads.
4. Once all (4) bolts/nuts are removed from the strut mount, remove the bolts holding the lower shock mount.
5. Remove shock and upper control arm mount/strut mount.
6. Remove the shock from the upper strut mount. Use of cutting wheel or penetrating oil likely required.
7. Locate UMI upper mount, and orient as shown in Figure 1. Mount with tabs on bottom, 1/4 inch washer in the hole of the upper control arm mount, and 1/8" washer on top to sandwich upper control arm mount.
  - a. NOTE: If the upper control arm mount is corroded, and the lip is deteriorated, the 1/4" plate will prove to be too thick. Use a grinding disc and vise, or another method of

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surface grinding, until the ¼” washer is the correct thickness. The idea is to clamp onto the upper control arm mount, and the ¼” washer takes up the space to allow this clamping force.

8. Tighten this system to approximately 55 ft/lbs maintaining the desired tab orientation. If the clamp spins after tightening at this torque, refer to grinding note above.
9. Align upper control arm in the wheel well and use the supplied M10x35mm bolts and nuts to install. Once fully installed torque all (4) M10 bolts to approximately 55ft/lbs.
10. The upper mount is now installed.
11. Lubricate threads on shock body with anti-seize. **WARNING: DO NOT MOVE HEIGHT ADJUSTMENT NUT UNDER WEIGHT OF CAR WITHOUT ANTI-SEIZE.**
12. Install shock spring perch, washer, bearing and washer onto shock as shown in Figure 2 (optional).
13. Slide spring down onto shock and install coilover hat.
14. Install T-bar in lower shock rod end if T-bar mounting on lower A-arm is necessary.
15. Align coilover shock with the new UMI upper mount. Use 1/8” spacers on both sides of shock rod end (see Figure 4). Slide ½” bolt through with (2) washers per bolt.
16. Tighten upper shock bolt and locking nut to 60 ft-lb.
17. Complete the installation by installing the lower bolts through the shock T-bar on lower A-arm. Tighten to 37 ft-lbs.
18. Repeat steps 1-18 for opposite side. Adjust spring perch nut for desired ride height. Align vehicle upon completed installation for optimal handling and steering.



Figure 1 – Washer orientation



Fig 2 – Assembly order  
(optional bearing and washer)



Figure 3 – Upper Assembly

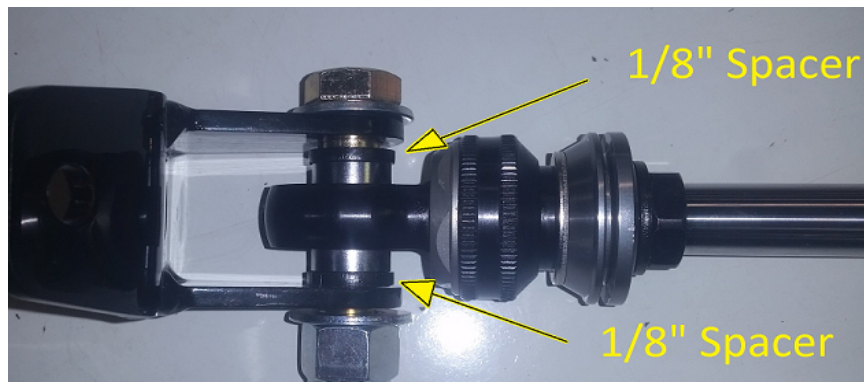


Figure 4 – All shock mounting locations without a T-bar use 1/8" spacers



Figure 5 – Start rebound adjustment on 20 clicks (from full stiff).  
UMI suggests making adjustments 2 clicks at a time.

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Figure 6 – Complete Front kit

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