



2054-200

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

Checked <input type="checkbox"/>	Part Number	Description
<input type="checkbox"/> <input type="checkbox"/>	(2x) S6855Rear Shock #100230
<input type="checkbox"/> <input type="checkbox"/>	(2x) 10B0200	...Rear Spring (200 lbs/in)
<input type="checkbox"/>	7917-101Thrust Bearings and Washers
<input type="checkbox"/>	2045Rear Coil-Over Conversion Kit
<input type="checkbox"/>	2058Pack of (8) 1/8" 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

93-02 GM F-body Rear Coilover brackets



Item # 2054-200

IMPORTANT NOTES

UMI is not responsible for failure due to misuse, mis-installation, shock bottoming, etc. The rear bump stops should be utilized to prevent shock bottoming and subsequent bracket damage.

UMI is not responsible for fitment issues when using other companies' components such as sway bars, relocation brackets, etc. This kit fits UMI 22mm and drag anti-roll bar and tubular 1-1/2" diameter arms.

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 object such as the rear axle.

Installation Instructions:

1. Remove existing rear springs and shocks. Be sure to support axle in a safe manner.
2. Removing the lower shock bolt will allow the rear to droop enough to remove the springs.
3. The top shock nuts are removed from inside the passenger cabin, under the carpet and under a silicone mold. See Figure 1.
4. Install the lower bracket to the factory lower shock mount using 1/2-13 bolt, nut and washer. Tighten gently to locate lower bracket. See Figure 2.
5. The bracket kit comes with two small, round 3/16" spacers. These will be utilized after the hole is drilled in step 6.
6. Drill 3/8" clearance hole through axle housing flange as shown in Figure 3.
7. Install 3/8-16 bolt, lock washer and nut. Final torque to 35 ft-lb. Use spacer between bracket and axle mount.
8. Additional spacing may be needed on aftermarket housings. You may use hardware store 3/8" washers.
9. Final torque 1/2-13 lower bolt to 60 ft-lb.

10. The lower 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 4 (optional).
13. Slide spring down onto shock and install coilover hat.
14. Prepare UMI upper mount and coilover by attaching coilover to upper mount. The bolt is in a tight location up top and is easier to assemble on the bench. Be sure to use an 1/8" spacer on both sides of the shock rod (see Figure 5).
15. Tighten upper shock bolt to 60 ft-lb.
16. Guide the shock and bracket assembly up into the existing shock hole. Inside the car, install a flat washer and 1/2-13 locking nut. Tighten to 60 ft-lb. The shock should now be hanging down from the upper mount (see Figure 7).
17. Complete the installation by installing the lower bolt through the shock and bracket. Clearance is best when bolt is installed from inside to outside. You may need to remove trailing arm to gain access. Be sure to use an 1/8" spacer on both sides of the shock rod end (see Figure 5). Tighten to 60 ft-lb.



Figure 1 – Upper Shock bolt Location



Figure 2 – Lower Bracket Location



Figure 3 – Drilling for 3/8” Reinforcement



Figure 4 – Assembling Thrust Bearings on Shock

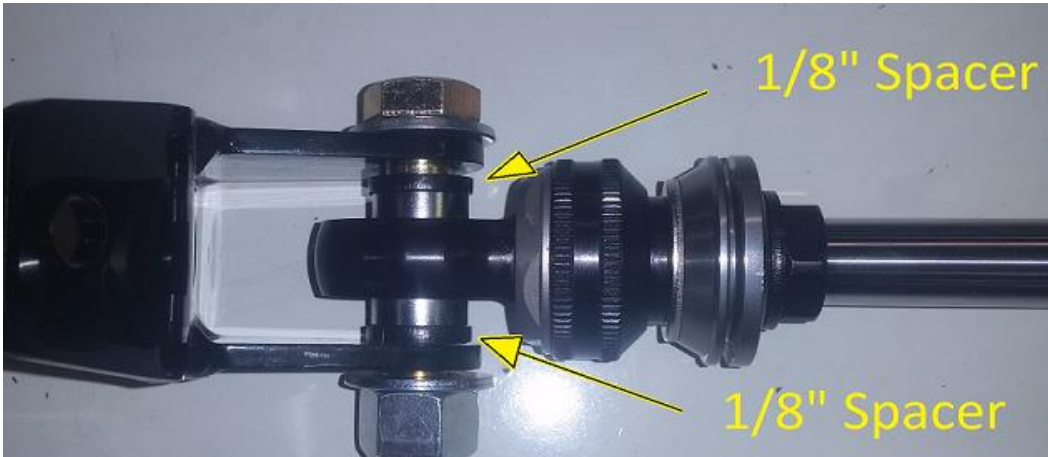


Figure 5 – All shock mounting locations without a T-bar use 1/8" spacers



Figure 6 – Start rebound adjustment on 20 clicks (from full stiff).
UMI suggests making adjustments 2 clicks at a time.



Figure 7 – Upper Bracket Installed

Note: Shock may be installed spring up or spring down however UMI recommends rod and adjuster down for easy adjustment.



Figure 8 – Complete