

## 1979-2004 Ford Mustang Rear Lift Bars Item # 1025

**Note:** Installation of lift bars will require you to set the pinion angle on your vehicle. If you are unfamiliar with this procedure please research how to set pinion angle or contact us before the start of installation. Pinion angle setting can be done using an Angle Finder. This can be purchased at a local hardware store (Lowe's, Home Depot, Sears etc.). These devices are also used for wood working, conduit and satellite dish installation. We recommend a magnetic base angle finder.

1. Block front wheels and jack vehicle up to good working height. Position jack stands under vehicle frame to allow rear end to hang freely. Make sure car is stable.
  2. Remove both the rear wheels and OEM sway bar. Now remove both the passenger side and drivers side quad shocks and discard them. They will no longer be needed; they slow down the chassis reaction. Removing of the quad shocks will not affect handling, they were only installed to help control wheel hop.
  3. If necessary, disconnect the exhaust from the H-pipe and let it rest on the axle. This allows access to the front control arm bolts. There is no need to remove the muffler/tailpipe assembly from the vehicle.
  4. Jack up the rear end and disconnect the rear shocks at there lower mounting points. Now lower the rear all the way down and remove the coil springs. Leave the jack under the rear end to keep it from falling. You may even wish to reinstall the shock bolts to also hold the rear end up.
  5. Now remove both lower control arms and discard, they will no longer be needed. For **79-98** Save at least (2) OEM control arm bolts, they will be reused. For **99-04** models you will not re-use factory control arm hardware.
  6. Lift bars are supplied pre assembled, remove the zip ties, and now remove each steel sleeve. Place chassis grease on the outside surface of the steel sleeves. Now reinstall the sleeves into there original positions. This will help reduce bushing wear.
  7. Locate the UMI driver side lift bar (the sway bar mounts are on the outside of the lift bar) and the spring seat is towards the rear end of the car. Begin by placing the bar in the front mounting location, Use a supplied 1/2" x 4" grade 8 bolt and nylon lock nut, the bolt should be installed so the nut is in the torque box area. Do not fully tighten this bolt.
  8. Locate (2) of the supplied relocation plates, the plates are installed inside the rear lower control arm mounting point. Use the original OEM bolt and nut on 79-98 models, install the bolt in the original control arm mounting hole through (1) plate then the spacer then the other plate. Install the nut, do not fully tighten. On **99-04 models** use the 1/2"x4" supplied bolt. **Use Image 1 for example**
  9. Now swing the lift bar up and line the bushing up with lower hole in the relocation plates. Use the supplied 1/2" x 4" bolt and nylon lock nut. This will also be repeated on the other side.
  10. Now tighten both the front control arm bolts. Recommended torque is 80-100 ft. lbs.
  11. Repeat all steps on the passenger side. Once both sides are completed, tighten the lower 1/2" supplied bolt. Recommended torque is also 80-100 ft. lbs. tighten both sides. The upper bolt in the rear mounting point should be left loose.
  12. Raise the rear end and remove the lower shock bolts. Let the rear end down until there is enough room to reinstall the coil springs, you may wish to use a spring compressor but it should not be necessary. With the coil springs installed raise the rear end back up and reinstall the lower shock bolts.
  13. Reattach the exhaust and install the wheels.
  14. **DO NOT DRIVE CAR WITH OUT PINION ANGLE SET AND BRACKETS WELDED OR BOLTED INTO PLACE.** Follow steps below to finish install.
  15. To set pinion angle you will need the car to be level on 4 car ramps or blocks. Allow your self enough room to work under the car. Both front and rear suspension **must** be loaded to check angle for accurate reading. Using an angle finder, this is a tool that combines a bubble level and a protractor to determine the correct pinion angle of your vehicle. You may also use a magnetic protractor from a local hardware store. Position the angle finder on the drive shaft and record the measurement. Then place the angle finder on the pinion (the u-joint yoke rotated to vertical position will give an accurate reading). The pinion angle is a combination of the two measurements. Most angle gauges purchased have an easy to read gauge for quick and accurate measurements.
  16. Recommended pinion angle for solid bushings is 1 – 1 1/2 degrees downward. You may jack the rear end up and down to change the angle.
- Recommendation-** The best way to adjust pinion angle is using adjustable upper control arms, these can be purchased from UMI Performance as well. To begin setting your angle, if adjustable upper arms are already installed use your best ability and set them to the stock control arm length. If you are running non-adjustable or stock upper arms disregard this. With the upper arms set to stock length set your pinion angle at 1 – 1 1/2 degrees downward by moving the rear end, NOT by adjusting the upper arms. This is a good setting for street driving and allows for plenty of future adjustment. Once welded or bolted in place you can now use your adjustable upper arms to achieve the best angle. Best performance has been received at 4 – 5 degrees downward.- 17. Once pinion angle is set, relocation brackets need secured in place. Brackets can either be welded or bolted in, your choice. If welding, use a wire wheel and remove paint from brackets in the area where it is to be welded. Weld the seams of the brackets in all

possible locations. You may wish to tack weld the plates in place first to prevent any movement that may change your set angle. WELD OR BOLT WITH THE SUSPENSION LOADED ONLY.

**18.** If bolting is desired, **follow images 3 and 4 for examples.** With the suspension loaded and pinion angle set you are now ready to drill and bolt into place. Locate your hole above original rear control arm mounting hole. You will need both a 3/16" and 3/8" drill bits. We recommend a *high quality* metal drilling bit; it will need to be at least 4" long.

**19.** Drill from under the car on the inside of the mounting point. Both holes will need to be drilled from the inside of the mounting point (from center of rear to wheel). Start by using the 3/16" bit, drill through the OEM bracket then the relocation bracket, through the same hole drill the other relocation bracket and through OEM bracket. Now use the 3/8" drill bit and open the hole up. Install the supplied 3/8" x 1 1/4" bolt, lock washer and nut. Recommended torque setting is 70 ft. lbs. We recommended also using lock tight on the bolts.

**20.** If not welding, CHECK BOLTS FREQUENTLY. Lower car to ground, installation is completed. You may notice a slight increase in noise when driving with brackets bolted in place. Welding is highly recommended and will eliminate this.

Thank you, Please email us at [support@umiperformance.com](mailto:support@umiperformance.com) with questions, concerns and technical help.

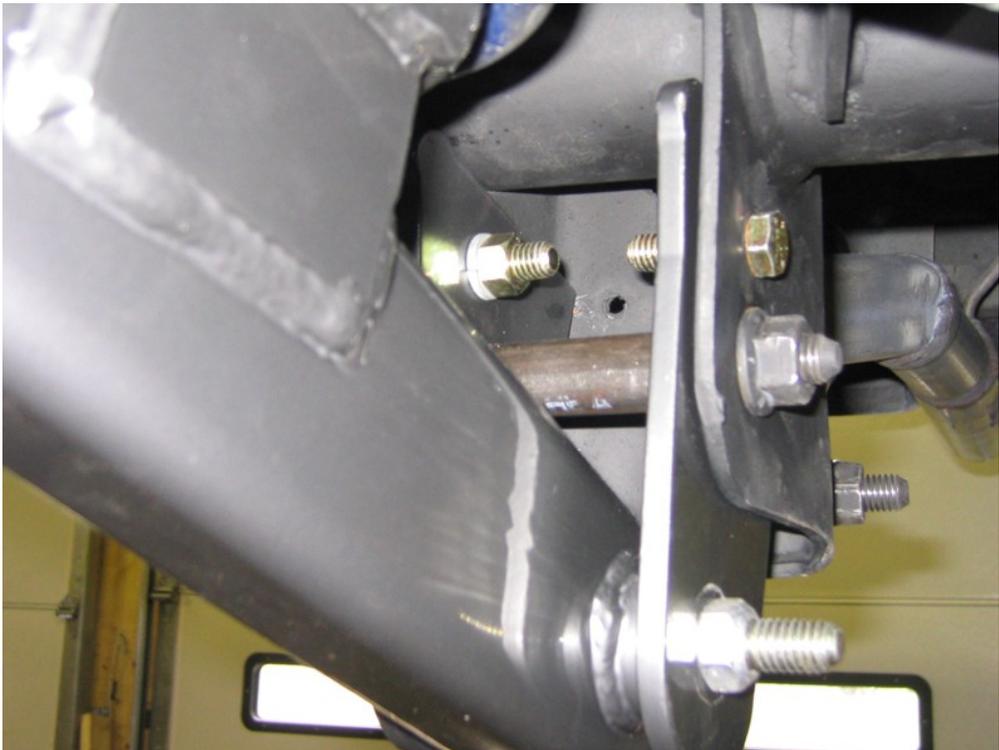
**Image 1**- Shows driver's side lift bar installation completed



**Image 2-** Shows driver's side lift bar installed, picture taken from rear of vehicle.



**Image 3-** Shows (2) holes drilled and 3/8" bolts installed (For bolt-in Applications)



**Image 4-** Drivers Side Completed Installation, bolted not welded



**Item # 1025**

1979-2004 Ford Mustang Rear Lift Bars

UMI Performance Inc.  
Made in Pennsylvania, USA