

**Single Adjustable Panhard Bar w/ Roto-Joint**  
Item #1053



**Box Contents:**

- (1) Installation Instruction Sheet
- (1) Single Adjustable Panhard Bar
- (1) Roto-Joint (Assembled, Mounted)
- (1) 3/4" - 16 Jam Nut (Mounted)
- (1) Steel Sleeve (Mounted)
- (2) Polyurethane Bushings (Mounted)
- (2) Grease Fittings (Mounted)
- (1) Packet Formula 5 Prelube (#9.11108) (Not Shown)

**Applications:**

- \* 2005 - 2011 Ford Mustang (All Models)

\*\*\*\*\*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.

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Thank you for Putting Your Trust in A UMI Performance Product!

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**Installation Instructions**  
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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. Using an 18mm wrench and socket, remove the panhard bar bolts from each end. Retain the bolts for future use. Carefully remove the stock panhard bar from the vehicle and set aside.
4. Locate UMI adjustable panhard bar and place it next to the stock bar just removed. Using the stock bar as a guide, set the adjustable panhard bar to the approximate length of the stock panhard bar. To adjust the length, loosen the jam nut and turn the Roto-Joint in or out to achieve the proper length.
5. Next, prelube the exterior surfaces of the polyurethane bushings and fit the UMI panhard bar into place. Be sure the polyurethane bushing end is mounted to the frame side, the Roto-Joint is mounted to the rear axle, and the grease fittings are angled toward the ground.
6. Using (2) 18mm bolts retained in step #3, secure the UMI panhard bar to both the frame and axle. **Do NOT tighten at this time.**
7. Remove the jack stands and lower the vehicle to the ground. Finally, tighten the (2) 18mm bolts and jam nut to factory specification.

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UMI Performance Inc.  
Made in Pennsylvania, USA

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