

On-Car Adjustable Panhard Bar w/ Roto-Joint
Item # 2037



Box Contents:

- (1) Installation Instruction Sheet
- (1) On-Car Adjustable Panhard Bar
- (1) Roto-Joint (Assembled, Mounted)
- (1) Adjuster (Mounted)
- (2) Polyurethane Bushings (Mounted)
- (1) Steel Sleeve (Mounted)
- (2) Grease Fittings (Mounted)
- (1) Packet Formula 5 Prelube (#9.11108)

Applications:

- * 1982 – 2002 Chevrolet Camaro
- * 1982 – 2002 Pontiac Firebird

*****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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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, fit the UMI adjustable panhard bar into place. Be sure 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. Support the vehicle with a floor jack, reposition the jack stands under the rear axle and lower the vehicle to distribute the weight evenly on the rear suspension. Finally, tighten the (2) 18mm bolts and jam nut to factory specification. Remove jack stands and lower vehicle to the ground.

Adjusting your Panhard Bar – With UMI's adjustable panhard bar you can now adjust the rear end for proper centering. To determine if an adjustment is needed, with the vehicle on a flat, level surface, measure the distance from each rear wheel to the fender well. By doing this, you can determine which direction the axle needs moved. By extending the panhard bar, you are moving the axle toward the driver side. On the other hand, by making the panhard bar shorter, the axle will shift toward the passenger side. If the panhard bar needs adjusted, you must loosen each jam nut, place a 1" wrench on the adjuster, and turn for the proper length. Once desired length is reached, tighten the jam nuts to secure. **NOTE:** Check jam nuts often. Over time they may require to be re-tightened.

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UMI Performance Inc.
Made in Pennsylvania, USA

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