

**78-88 GM G-Body Solid Front Sway Bar**  
Item # 3035



**Sway bar should be installed in this orientation.**

<p>The photo above shows proper installation of the UMI 3035. Please do not install upside down as tie rod clearance trouble will occur.</p> <p>The UMI 3035 is shipped with endlinks intended to work with a majority of cars, reasonable ride heights and both standard and tall spindle heights (including tall ball joints or tall spindles). Excessive raising or lowering or use with other manufacturers products may require the purchase of shorter or longer endlinks.</p> <p>Sway bar endlinks look “incorrect” when suspension is in full droop. Please evaluate after car is on all four tires at ride height.</p>
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**Kit Includes-** (1) 1.250” solid sway bar, (2) End Links and (2) sway bar bushings with clamshells.

**MUST READ:** You *must* reuse your factory hardware when installing the new UMI sway bar. The factory bolts are GM specific with a small diameter and must be used in conjunction with the UMI clamshells.

**End Link Installation Tips-** The bolt can be installed with the threaded end up or down. Washers must cup toward the bushings. The bushing nipple is intended to center the end link assembly in the sway bar and control arm mounting points. Have the vehicle at ride height when installing end links for proper seating of the bushings. Use a 9/16” wrench and ratchet to tighten the assembly until the bushings start to bulge slightly (**Do not grease or over tighten!**). Check all clearances around brake lines, tie rods and control arms with a full turn of the wheels from left to right.

This project is very simple and we recommend having a second person to assist with the installation. The tools needed to complete this installation are the following: 13mm wrench /socket, 15mm wrench/socket, three ton floor jack and (2) jack stands.

**Thank you for putting your trust in a UMI Performance product!**

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## Installation Instructions

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- 1 Jack the vehicle up by placing the jack under the front cross-member. Place the (2) jack stands behind the front tires on the frame to allow the front control arms to unload.
- 2 Start disassembling old sway bar starting with the end links. The end links may require an impact wrench or cutting them off may be necessary.
- 3 Once the old sway bar is out, locate the new supplied end links for new sway bar. Install one side at a time, once installed finger tight; do not tighten completely at this time. Repeat installation process on other side.
- 4 Locate the new sway bar and attach it to each end link, tighten nuts only finger tight. Once both side end links are mounted to the sway bar (this is when second person is handy) line up the sway bar and mount the new supplied sway bar mounts to existing factory holes. **You must reuse the factory hardware to mount the sway bar.**
- 5 Center the sway bar under the vehicle so there is equal amount of clearance on each site. The sway bar may appear close to some areas but when the suspension is loaded this will change.
- 6 Once the sway bar is located and the sway bar bushing mounts are tight lower the vehicle to the ground or on blocks. The vehicles weight **MUST** be on the sway bar before tightening the end links to prevent bushing bind. See the end link installation tips above.
- 7 Once installed make sure there are no clearance issues with any other parts by rotating the steering wheel back and forth.
- 8 Once again thank you for choosing UMI Performance. We value the satisfaction of our customers.

**Note: P/N 3035 includes end links which are longer than factory and have proven to work in most cases. If longer end links are required due to frame sag, frame damage or aftermarket control arms it is the customers responsibility to purchase longer end links. If the end links are too long you can trim the center sleeve shorter. Different length end links can be found at most auto part stores.**

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UMI Performance Inc.  
Made in Pennsylvania, USA

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