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UMI Performance
Race Proven Suspension Systems

Installation Instructions

1978-1988 GM G-body Autocross rear sway bar
P/N 3052-275

Notes: This kit requires drilling four 3/8" diameter holes in the upper trailing arm crossmember in order to mount the upper brackets.

Always ensure proper support when working under a vehicle. Use approved jack stands when using a floor jack as well as proper technique for securing your car while on a drive-on lift.

Tools required:

3/8 Drill bit, Drill motor, Tape measure, Center punch
Metric wrenches and sockets for factory bar removal, SAE wrenches and sockets

Installation

1. Raise car to a comfortable working height using the method of your choice. Follow applicable safety procedures.
2. Remove rear wheels to gain additional access.
3. Remove the existing trailing arm mounted rear sway bar if equipped. Penetrating oil may be required.
4. Install u-bolt, clamp and sway bar with bushings as shown with u-bolt approximately seven inches from inner frame surface and bushing centered on sway bar. The u-bolt nuts should remain finger tight to allow for final placement.

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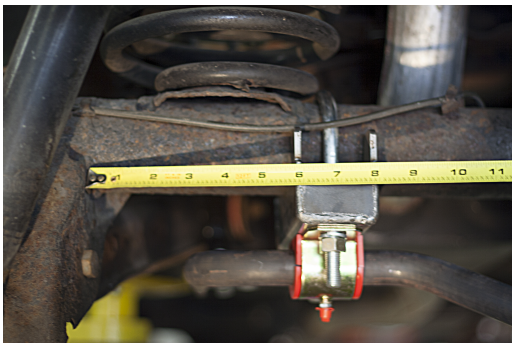

5. Install adjuster and bracket assembly as shown. Assembly order is bolt, bar, spacer, rod end, spacer, nut. Tighten nut to 60 ft-lbs.
6. Swing the assembly upward and with everything centered, you will see where the natural position for the bracket is indicated. Drill two 3/8" holes in chassis to attach upper bracket. Placement is approximately 5-1/4" from outside frame rail to first bolt hole. Install first bolt and tighten gently, then use 2nd side of bracket to locate 2nd hole.

7. Install bracket by placing bracket against crossmember, reinforcement plate up top and fasteners through. Order of assembly is bolt head, bracket, crossmember, reinforcement, washer, nut. You may tighten each bracket completely at this time. Torque to 35 ft lbs x 2 bolts.

8. Attach driver side adjuster assembly to upper bracket. Tighten through bolt to 60 ft lbs. Assembly up top should be bolt head, bracket, spacer, rod end, spacer, bracket, flat washer, nut.
9. Repeat on passenger side.
10. With everything assembled, raise differential housing to ride height (may be OK if on drive-on lift) and tighten u-bolts in an alternating pattern to 70 ft-lbs. If desired, you may tack weld the brackets for added insurance – recommended when using as a drag bar or heavy auto-x.
11. Tighten jam nuts on adjusters.
12. Grease bushings using Synco Super Lube (UMI P/N 3008) or equivalent high quality Teflon fortified grease (non-Teflon is ok). You may use other brands such as Mobil 1, Amsoil, Redline, etc. Only one or two pumps will be required. Also, it's better to grease light and often than overgrease and rarely.
13. Rod ends work best when cleaned and lubricated with a light spray lubricant such as UMI P/N 3009 Synco Super Lube.

Initial tuning

In its simplest form, adding rear roll resistance increases a cars tendency to oversteer. This can help a car rotate in addition to helping resist body roll and providing for a more "sporty" ride. We suggest starting with the longest hole then evaluating your cars performance. If the car tended to understeer, or "push" the front tires, the rear bar on the longest setting may be enough to make the car neutral or oversteer.

The middle hole is used for road racing and/or auto-x where we want the back end to rotate more dramatically. Select this setting after testing with the initial long hole setting.

For drag racing we can use the shortest hole to provide maximum roll resistance and simulate a drag anti-roll bar. This setting may cause an appreciable amount of oversteer so please use caution if selecting this setting for handling use.

Setting Drag Sway Bar Pre-Load

1. Have the car sitting level on the ground. Jack up front of car until front tires just start to come off the ground (approximately ½")

2. Measure from the ground to the bottom of door jams (bottom corner of doors) on both the passenger and drivers side.

3. The starting point is to have the passenger side 1/16" higher than the driver's side. Lengthen or shorter passenger side end link until the passenger side door measures approximately 1/16" higher than the driver's side.

4. With your starting point set now test the car. If the vehicle is pulling to the passenger side lengthen passenger side end link more. If the vehicle is pulling to the driver's side shorten the passenger side end link. You should never need to adjust the driver's side end link; all adjustments are made using the passenger side. Make sure all jam nuts are tightened every time an adjustment is made.

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Item # 3052-275

78-88 GM G-Body Autocross rear sway bar

UMI Performance Inc.
Made in Philipsburg, PA - USA

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Packed by:_____ Inspected by: _____ Date: _____

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Product Packing Slip

Part # 3052-275

Qty	√	Part	Description
1		3052	3/4" Autocross bar
1		19-1173	Prothane 3/4" bushing set/2 per blister pack
2		2245A	Bracket
2		3044AB	3044A and 3044B welded together
2		3044C	Pro-Tour bar mount, reinforcement
8		3044D	Pro-Tour bar, spacer
2		3044E	Pro-Tour bar, hex adjuster (assembled with rod ends and jam nuts)
2		2245E	2.75 (Stock) Rear End U-Bolt
4		1000003	3/8-16 x 1-1/4 hex head bolt
4		1000004	3/8-16 hex nut
4		1000005	3/8 lock washer
4		1000013	1/2-13 Nylock nut
4		1000120	7/16-Thick Washer
4		1000122	7/16-20 Hi-Nut
4		1000082	1/2-13 x 2-1/2 hex head bolt
1		3052 Install Instructions	3052 Install Instructions

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