

1964-1977 GM A-Body 1-1/4" Solid Front Sway Bar, CNC Bent
Item # 4035



****Important must read notes: PLEASE READ****

Sway Bar Orientation: The photo above shows proper installation of the UMI 4035. Please do not install upside down as tie rod clearance trouble will occur.

Endlinks: The UMI 4035 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. Included endlinks may be shortened $\frac{3}{4}$ " by trimming spacer sleeve and cutting $\frac{3}{4}$ " from sleeve.

Endlink Angles: Sway bar endlinks look "incorrect" when suspension is in full droop. Please evaluate after car is on all four tires at ride height. Please note sway bar end links do not need to be straight for the sway bar to work properly.

Endlink 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.

Kit Includes- (1) 1.250" solid sway bar, (2) End Links and (2) sway bar bushings with clamshells

Although this project is simple, 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.

- 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.

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- 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. **Note:** Make sure sway bar is not upside down, see first page image to confirm.
- 5 Center the sway bar under the vehicle. The sway bar may be close to the idler arm of the vehicle; this is common and is an easy fix. Loosen both idler arm bolts, this allows the idler arm to rotate back and away from the sway bar. The location of the idler arm all depends on where the last installer located it, it has plenty of adjustment. Once the idler arm is loosened rotate it back **slightly**, too much movement will move the tie rod ends and change the toe of the vehicle. Budge it back enough to clear the sway bar with out changing the alignment if possible. The sway bar may also be shifted towards the passenger side slightly to gain additional clearance from the idler arm.
- 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. **Note:** Please refer to the endlink installation tips on the first page.
- 7 Once installed make sure there are no clearance issues with any other parts by rotating the steering wheel back and forth. **Note:** If endlinks appear long please see notes on first page explaining endlink length. Supplied endlinks may be shortened $\frac{3}{4}$ " by trimming the sleeve. Vehicles running additional caster need long endlink length to clear tie rods.

Endlink trouble shooting: P/N 4035 includes endlinks 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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64-77 GM A-Body Solid Front Sway Bar

UMI Performance Inc.
Made in Pennsylvania, USA



Check Sway Bar orientation at ride height. If bar is installed correctly, the bar ends should be level. If bar is installed upside down, the bar ends will run uphill.

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