

1964-1972 GM A-body Drag Anti-Roll Bar
1978-1988 GM G-Body Drag Anti-Roll Bar
Part # 4045/3045-325



Notes: Some components in this kit are designed for both #3045 and #4045, follow these instructions as they apply to your vehicle. Drag anti-roll bars can cause appreciable oversteer. Please use caution when learning to drive the car on this type of bar as the handling may not be as you're used to. Take care when street cornering that the back end of the car doesn't step out as this is not intended to be a road race or handling bar.

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, Center punch
SAE wrenches and sockets, normal mechanics tools

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. The u-bolt nuts should remain finger tight to allow for final placement.

5. Install adjuster and bracket assembly as shown. Assembly order is bolt, spacer, rod end, spacer, bar, 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. Install first bolt and tighten gently, then use 2nd side of bracket to locate 2nd hole.
7. Note: 1964-1967 chassis has a wavy surface on the crossmember. 1968-1972 is flat. For 1964-1967 it is permissible to have a slight misalignment of the rod end package (doesn't have to point straight up).



8. 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.
9. 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.
10. Repeat on passenger side.
11. 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 – welding recommended for drag anti-roll bar.
12. Tighten jam nuts on adjusters.
13. 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.
14. Rod ends work best when cleaned and lubricated with a light spray lubricant such as UMI P/N 3009 Synco Super Lube, Tri-Flow, etc.

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. For the drag anti-roll bar, the purpose is to resist body roll and provide a straight launch. We suggest starting with the longest hole then evaluating your cars performance. If body roll is still encountered, you can move to the middle hole then the shortest hole. If in-between, you may set as below:

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 shorten 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.



509 Hemlock St
Philipsburg, PA 16866
Ph- 814.343.6315 Fax- 814.343.6318
Installation Instructions
support@umiperformance.com
www.umiperformance.com

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Item # 4045/3045-325

64-72 GM A-Body Drag Anti-Roll Bar

UMI Performance Inc.
Made in Philipsburg, PA - USA

Packed by:_____ Inspected by: _____ Date: _____

UMI PERFORMANCE INC
Product Packing Slip

Part # 4045/3045-325

Qty	✓	Part	Description
1		4045	1-3/8" Drag anti-roll bar
1		0048	UMI 0048
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		2245G	3.25" 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		300-8333	7/16-20 ARP 12-pt Hex Nut
4		1000047	7/16 Lock Washer
4		1000082	1/2-13 x 2-1/2 hex head bolt
1		4045/3045 Install Instructions	4045/3045 Install Instructions