Directions #227

This bar is designed to replace your present anti-sway bar with no modification necessary. As you can see, the bar is similar, the only change on some bars is a modification of the contours made necessary by the increase in bar diameter. Do not tighten the lock-nuts on the end-links more than just enough to keep the assembly snug. Over-tightening can cause damage to the bar eye, or can cause flex and subsequent failure of the end-link bolt and shorten the life of the bushing.

After installation turn wheels lock to lock and check the movement of the car on the suspension and make sure that all parts of the frame, engine, A-arms, steering, brake lines, etc. cannot come in contact with the kit through-out the suspension travel distance. After checking the above, and that all fastenings are of suitable tightness, road test the vehicle to familiarize yourself to its new handling. It will handle flatter and steadier and will track far more steadily on the interstates. It is seriously recommended that both front and rear bars both be increased in firmness so as not to cause too much over/under-steer imbalance. The only exception being some front wheel drive cars that have so much under-steer that only a rear needs to be installed.

HARDWARE

2	**UB 612C**	**Urethane Frame Bushings**
2	**RH 014U**	**Urethane End-links**

IMPORTANT: NEW FRAME ATTACHMENT BRACKETS
(SUPPLIED ONLY IN KITS WHERE NEEDED)

1. "D" SHAPED BUSHING SHOULD BE PLACED ON THE BAR MIDSECTION.
2. RAISE THE BAR TO THE FRAME SO THAT BUSHINGS ARE IN LINE WITH BRACKET BOLT ON HOLES.
3. BOLT ENDS OF BRACKETS ON LOOSELY.
4. BOLT THE BRACKETS TOGETHER.
5. TIGHTEN BOLTS EVENLY SO THAT EVEN PRESSURE COMPRESSES THE BUSHINGS.