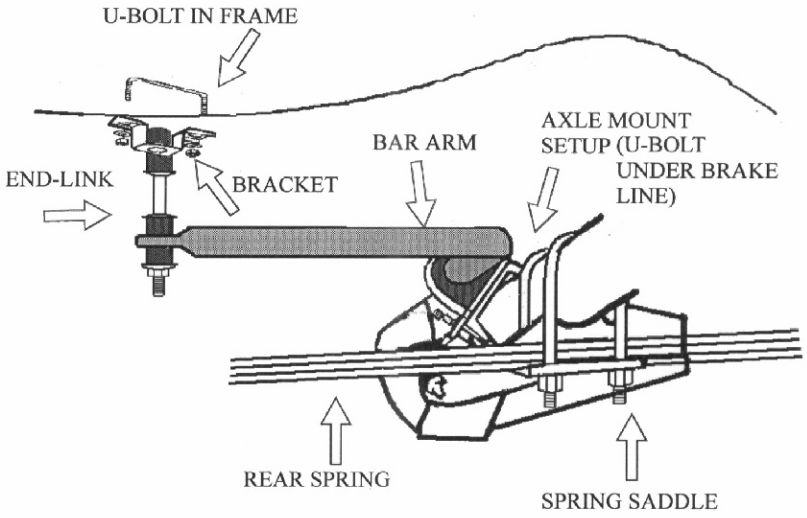
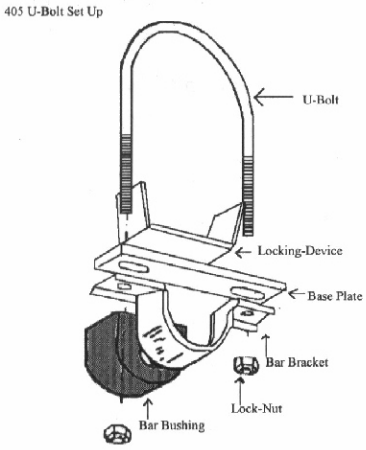
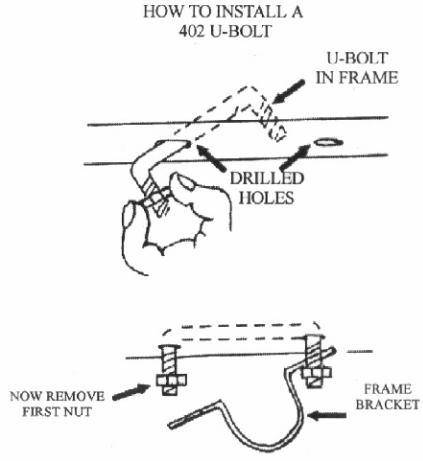
DIRECTION 319







DIRECTIONS 319

STEP #1. Place U-bolts around under axle. Place the locking device between the legs and over it the slotted plates so as to engage the U-bolt legs. Follow with the bar bracket that should already be around the bar. Start the nuts. Place the D-shaped rubber bushings on the bar near the bends flat side down. Slide the bushing down the bar so that the bracket is around the rubber bushing.

STEP #2. Assemble end-links as illustrated. Pass the end-link center bolt through one cupped washer; through a rubber bushing; through the frame bracket (from inside it); through another bushing; a cupped washer; spacer tube; another cupped washer; another bushing; the bar eye; another bushing; the last cupped washer; and secure with a lock-nut be sure that washers have their cupped or hollow side towards the rubber bushings have the end with the stepped surface towards the bracket or bar eye. Tighten the lock-nut so the assembly is securely snug not so tight that the bushings bulge to a noticeable extent.

STEP #3. The bar should be positioned so that the mid-section runs above the rear axle with the arms facing to the rear and the dip up.

STEP #4. Position bar so that the forges are horizontal and the axle clamp assembly holding the bar mid-section above the axle. With the car resting naturally on its springs on level ground, the frame brackets should position themselves so as to align with the frame. Adjust the bar position to the axle if needed.

STEP #5. Mark through the frame bracket holes. Drill one hole with a 3/8" drill bit. Use the square U-bolt to get the exact spacing for the second hole and drill it.

STEP #6. Place a lock-nut on one leg of the square U-bolt. Insert the other end into one drilled hole. Maneuver it until it reappears through the other drilled hole. Place one end of the base plate and the frame bracket over the leg and start another lock-nut on it. Remove the first nut; position free end of plate and bracket over the U-bolt leg and replace the nut.

STEP #7. Have someone bounce the rear of the car so you can check that all parts of the bar and hardware clear throughout the suspension travel distance (but don't be under the car when it is bounced). The rubber stops are visible, so measure the maximum travel distance so you can better estimate clearances. If all is clear, tighten nuts on the frame and axle.

STEP #8. Road test the car to familiarize yourself with its new handling. All parts are guaranteed for one year, but as we cannot supervise your installation or driving, we cannot be responsible for more than the cost of the kit.

NOTE: For the best balance, control and stability, this kit should be used in conjunction with our front bar, or should your car already be factory equipped, we make a 1" front replacement bar which uses the existing hardware.

HARDWARE

2 RH 014 End-Links
2 RH 041 Brackets
2 RH 402 U-Bolts
2 RH 508 Bushings
2 RH 405 U-Bolts
4 RH 104 Washers
8 RH 304 Lock-Nuts
2 RH 031 Plates
2 RH 043 Brackets
2 RH 031 Plates
2 RH 054 Channel Brackets