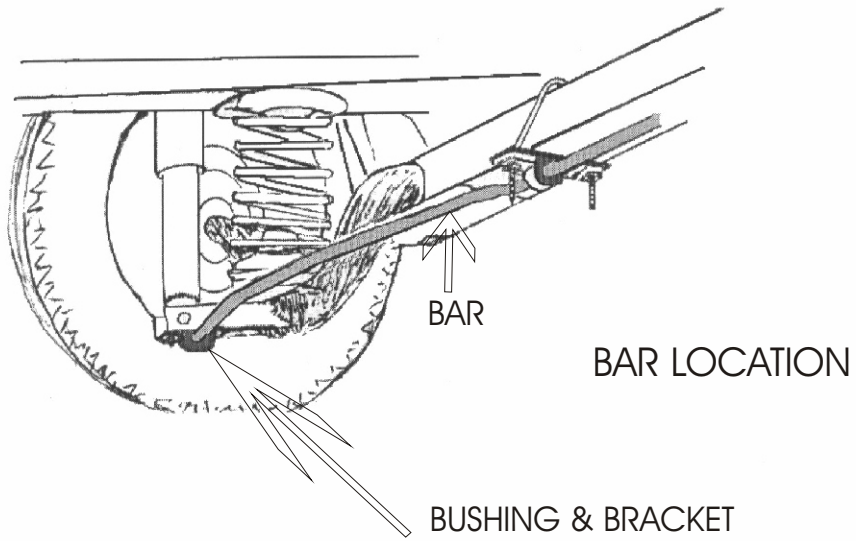
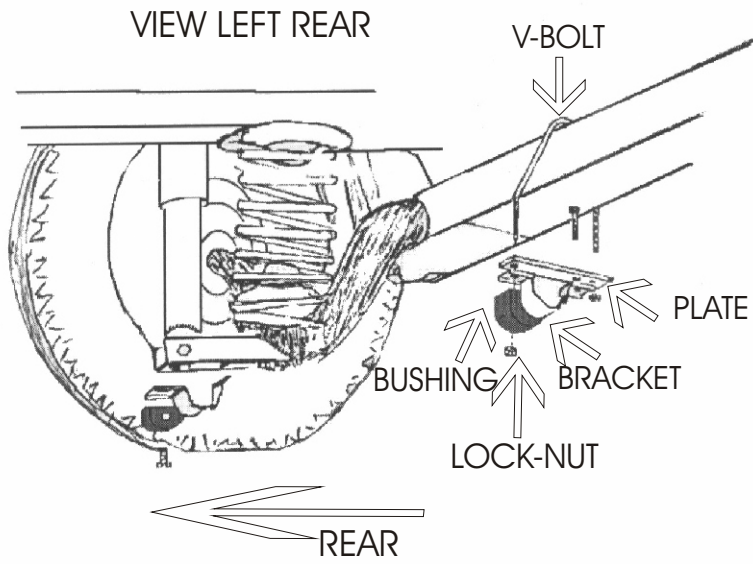


# DIRECTION 446



#### **DIRECTIONS 446**

- Step #1.** If your car has the light original bar on it, remove it. Or use all the supplied parts.
- Step #2.** Hang U-bolt over the axle. From below, place the bracket and the base plate on the legs after putting the bushing around the bar mid-section start the lock-nuts. Note that the rearward leg of the U-bolt connects both the plate and the bar bracket, a bolt is used at the other end of the bar bracket.
- Step #3.** Slide the two remaining D-bushings onto the ends of the bar. Raise the bar to the bottom of the trailing struts. Tie in place with a string or prop up with a block. Insert the tab side of the end bracket into the existing slot in the trailing arm. Position around the bar end and bushing and start the lock-nut on the bolt through the existing hole in the strut and the bracket hole.
- Step #4.** Tighten all nuts to 15 ft.lbs. Road test the car to accustom yourself to its new handling. Then check for tightness of all parts again. As we cannot supervise your installation or driving, we cannot be held responsible for more then the cost of the kit.
- Note:** For best balance and most stable corning, use this bar in conjunction with our front bar, #523.

#### **HARDWARE:**

4 RH 509	Bushings
2 RH 046	Brackets
2 RH 600	Plates
2 RH 411B	U-Bolts
2 RH 042	Brackets
8 RH 304	Lock-Nuts
6 RH 104	Washers
4 RH 214	Bolts