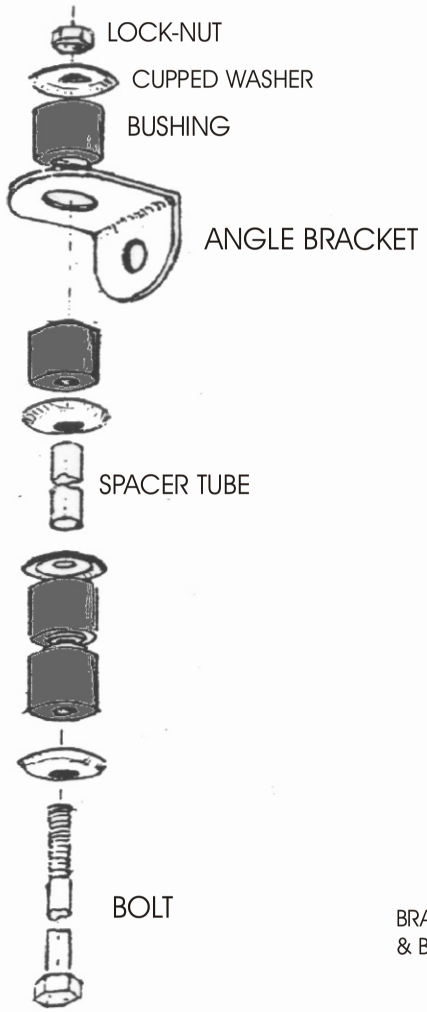
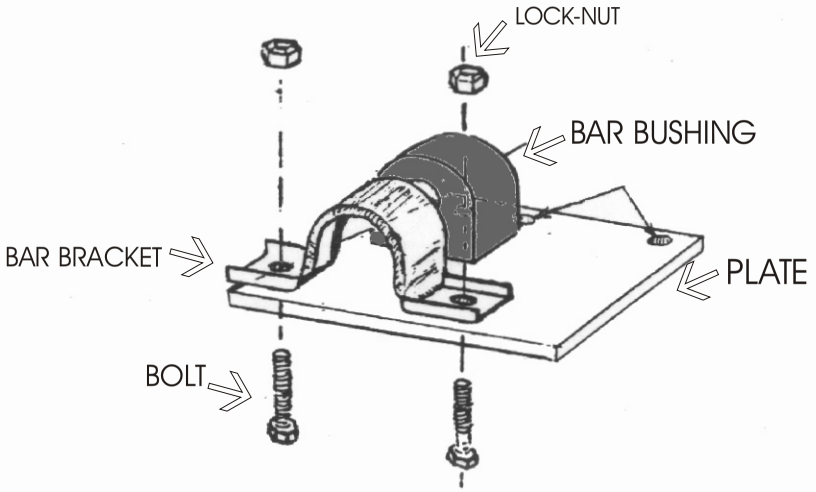
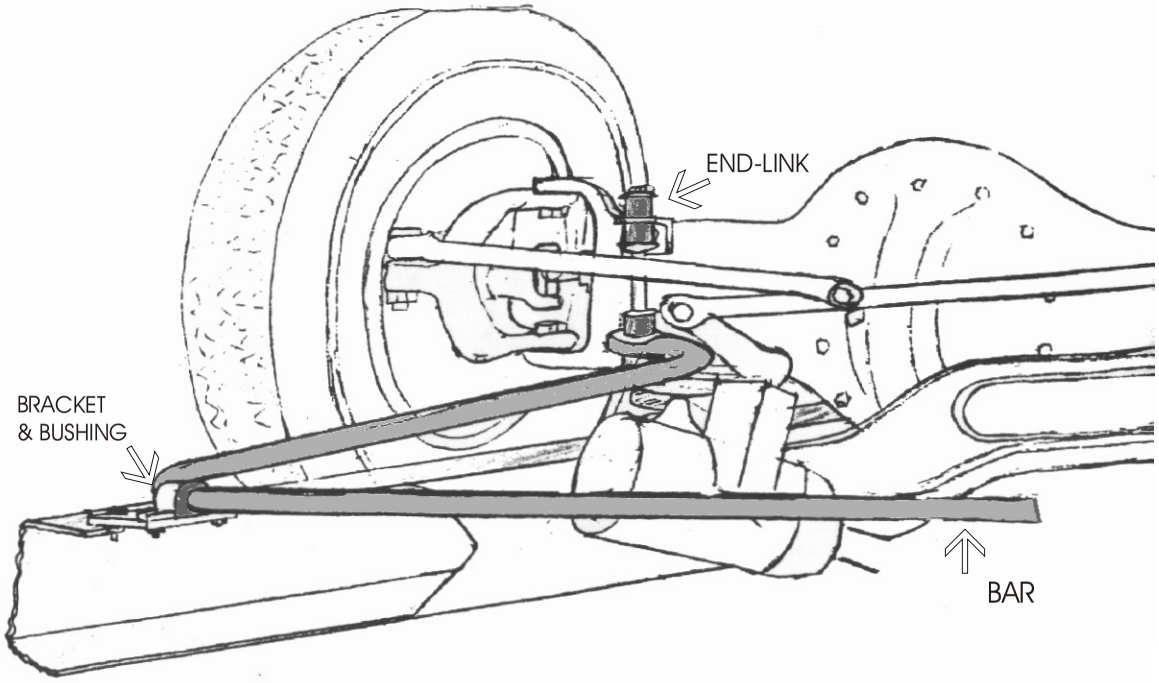
END-LINK ASSEMBLEY



MID-SECTION BAR & BRACKET SETUP





DIRECTION #503

Step #1. **Bolt the two square plates to the existing frame holes. Turn the plates so that the third (unused) hole is to the rear of the holes in the frame. Failure to do this will cause the arm of the bar to appear short. On some vehicles, new holes will have to be drilled as the original Ford holes are too far forward.**

Step #2. **With the bar arms resting on the tie rods, place the D-bushings around the bar mid-section next to the bends. Place the brackets under them and bolt them up to the inner holes on the plates.**

Step #3. **Assemble the end-links as illustrated so as to connect the bar eye to the angle. Pass a bolt through the 3/8" hole of the angle first. Tighten the end-link bolt only enough to keep assembly snug.**

Step #4. **Raise the bar arms until the bottom of the axle arm hits the housing. Mark the housing for drilling. Before drilling, check to make sure that:**

A. **The chassis can come down onto its snubbers firmly without stressing the top of the end-links or bar.**

B. **That the steering linkage and wheels clear the sway-bar assembly throughout lock to lock turning.**

C. **That the ends of the bolts inside the housing would not be in contact with the drive shaft.**

Step #5. **Drill the axle housing with a 3/8" drill bit. Reaching around the open end of the housing, start the lock-nut and tighten. All 3/8" lock-nuts should be tightened to 25 ft./lbs.**

Step #6. **Bounce the truck to check all clearance throughout the suspension travel distance. Road test the vehicle to accustom yourself to its new handling. As we cannot supervise your installation or driving, we cannot be responsible for more than the cost of the kit.**

HARDWARE

2	**RH**	**016 End-Links**	**2**	**RH**	**022 Angles**
10	**RH**	**214 Bolt s**	**10**	**RH**	**304 Lock-Nuts**
2	**RH**	**040 Brackets**	**2**	**RH**	**607 Plates**
2	**RH**	**511 Bushings**			