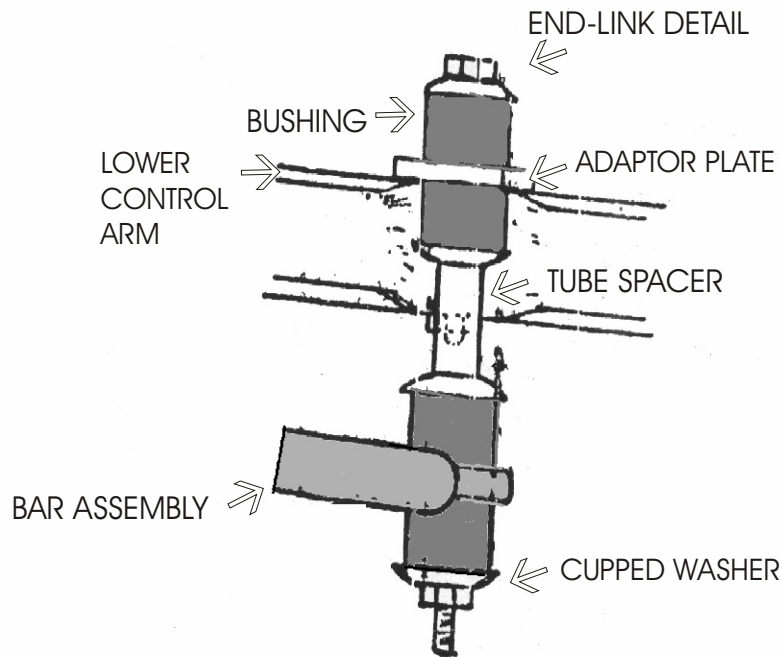
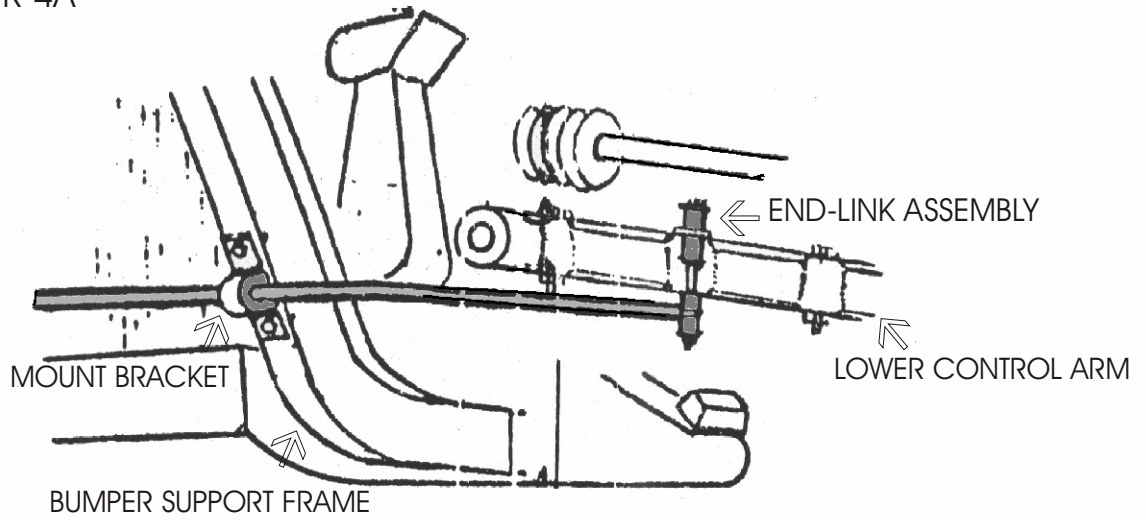


DIRECTION 127

TR-3, TR-4, & TR-4A



REVISION: JANUARY 17, 2000

**DIRECTIONS #127
Triumph TR-3 & 3B**

- STEP #1.** The car should be at the normal ride height, but for ease of installation, the car may be placed on ramps. It should be leveled on its wheels.
- STEP #2.** Bolt the small plate to the top of the A-arm on the middle front bolt as shown.
- STEP #3.** Put the large rubber bushings on the bar and put the bar in position as shown, assembling end-links to connect the plates and the bar.
- STEP #4.** Place the brackets over the mid-section bushings and mark the struts for drilling. Drill a 3/8" hole. The TR-250 does not use the struts and the lower facing should be drilled as shown.
- STEP #5.** Bolt the brackets over the rubber bushings and tighten all bolts.
- STEP #6.** Have someone bounce the front of the car to check the clearance of all parts throughout the suspension travel distance.
- STEP #7.** Road test the car and familiarize yourself with your car's new handling. As we cannot supervise your installation or your driving, we cannot be held responsible for more than the cost of the kit.

HARDWARE

| | | | |
|---|-----------------------|---|------------------------|
| 2 | RH 014 End-links | 2 | RH 507 Rubber Bushings |
| 2 | RH 040 Frame Brackets | 2 | RH 031 Plates |
| 2 | RH 033 Plates | 4 | RH 214 Bolts |
| 6 | RH 304 Lock-nuts | 2 | RH 205 Bolts |