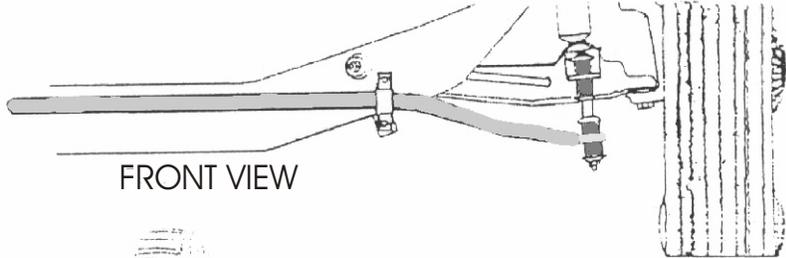
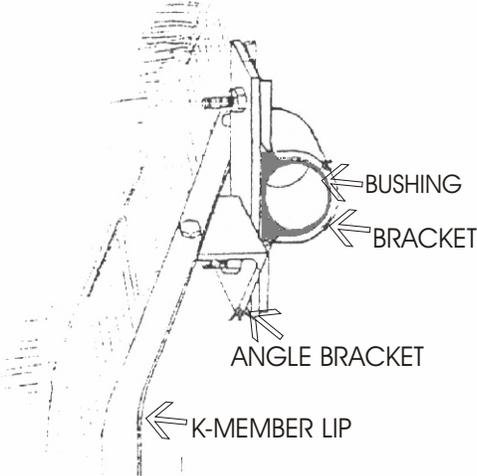


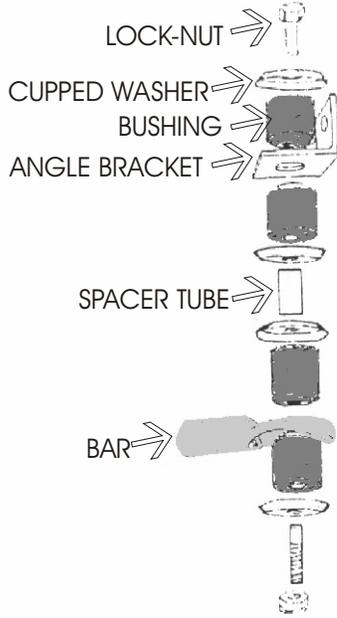
DIRECTION 154



FRONT VIEW



FRAME ATTACHMENT DETAIL



LOCK-NUT

CUPPED WASHER

BUSHING

ANGLE BRACKET

SPACER TUBE

BAR

DIRECTION #154

- STEP #1.** Attach the angle bracket (long side) to the inboard hole in the front lip of the K-member. **NOTE:** If the car already has a bar on it remove the original bracket from the lip. Be sure that the angle bracket is pivoted so that the vertical side is aligned straight across the car as illustrated.
- STEP #2.** Place the bar bushing around the bar mid-section; place the flat plate to the rear and place the bar bracket around the bar and bushing. Attach the bracket and plate's lower hole to the hole in the angle bracket with a 3/8" bolt & lock nut. Bolt together the top of the bracket and plate with another bolt and lock-nut.
- STEP #3.** If the car had an original bar you may raise the bar eye above the end-link bracket that is welded to the suspension arm, and connect the bar eye using the end-link provided. The center tube spacer may be eliminated & a shorter bolt used if this improves the alignment of the end-link. If your car had no original bar remove the lower shock bolt and pass it through the angle bracket and replace it. Position angle bracket as illustrated (horizontal side below the vertical side.) Assemble the end-link so as to attach the bar eye below the angle bracket as shown.
- STEP #4.** Check all fastenings for suitable tightness. The end-link should only be tight enough to keep the assembly snug. The other nuts should be tightened to 25 ft/lbs. Road test the car to accustom yourself to its new handling. For best balance and control this list should be used in conjunction with our rear bar #919. As we can not supervise your installation or driving, we can not be responsible for more than the cost of the kit.

HARDWARE

2	RH 015	End-Links	2	RH 040	Brackets
2	RH 511	Bushings	2	RH 031	Plates
2	RH 021	Angles	6	RH 304	Lock-nuts
4	RH 214	Bolts	2	RH 213	Bolts
2	RH 023B	Angle Brackets			