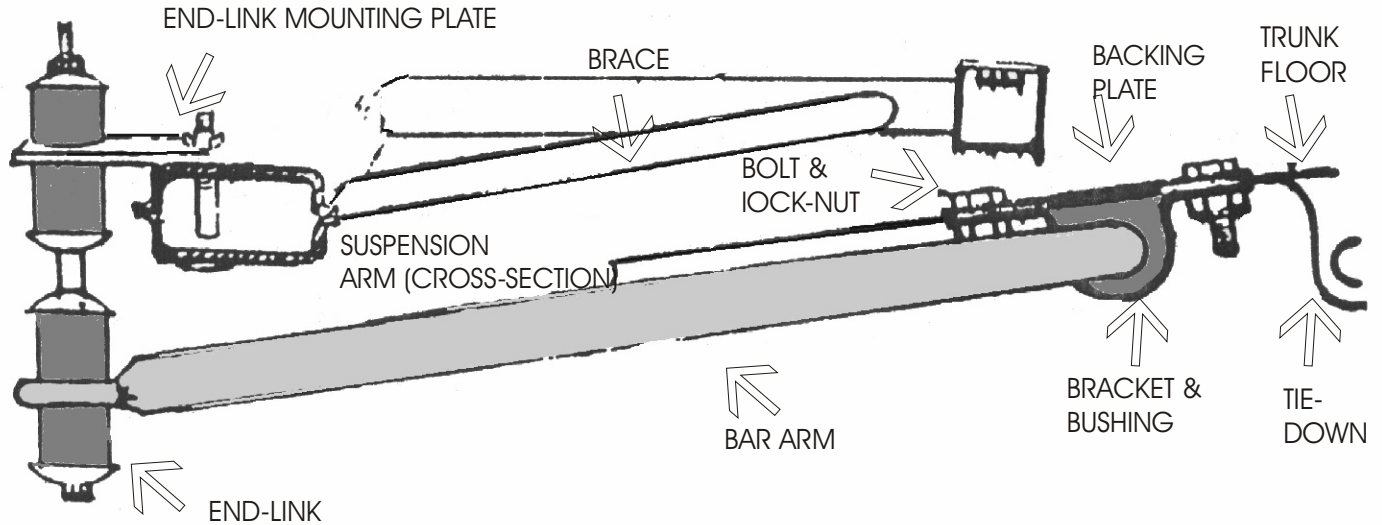


DIRECTION 167



Direction #167

Step #1. Place the car on even level pavement. The wheels should not be hanging as this makes the installation less precise.

Step #2. Assemble the end-link as shown. Do not over tighten the lock-nut so as to distort the bushings. Bar mid-section is positioned to the front with the arms passing under the suspension arms as shown. Be sure the bar is right side up so the eye forging bend upwards. Position mounting plate on top of the arm as shown. Mark the suspension arm for drilling.

Step #3. Drill 3/8" hole up through suspension arm and secure with bolt and lock-nut provided.

Step #4. Raise the bar to the car bottom and place the frame bracket over the bushing next to the outer bends of the bar. Mark the bottom of the bar for drilling.

Step #5. Drill holes with a 5/16" bit. Use the plates under the U-bolt heads inside the car, and bolt on the brackets holding the bar and the bar bushing.

Step #6. Check all fastenings for suitable tightness. Have someone bounce the front of the car and check all clearances throughout the suspension travel distance. Road test your car and get accustomed to your car's new handling. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit.

NOTE: For best results and balance, this kit should be used in conjunction with our rear kit.

PARTS LIST

2	RH 507 Bushings	2	RH 031 Plates
4	RH 214 Bolts	2	RH 033 Plates
2	RH 206 Bolts	6	RH 304 Lock-nuts
2	RH 014 End-links	2	RH 040 Brackets
6	RH 104 Washers		