

Direction #222

Step #1. Remove the nut from the lower end of the shock absorber. Place the small angle bracket on the stud and replace the nut securely with the angle in position as shown.

Step #2. From the rear, position the bar so it passes over the top of the transmission and under the muffler just to the rear of the muffler bracket.

Step #3. Assemble the end-links as shown. The cupped washers go at top and bottom and next to the center spacer tube, and face the bushings. Tighten the nut enough to keep assembly snug but not so much as to distort the bushings.

Step #4. Using the bar bracket, bushing and bolts provided, fasten the extruded angle frame extension on the bar. The wider side that is against the frame may be forward or to the rear of the bar. The rear-ward position makes a neat appearance as it will fill the space between the frame and glass-fiber body work, but the frame must then be drilled from inside which may require removal of the muffler. The forward position enables the frame to be drilled from the wheel well.

Step #5. With the frame extensions in the vertical position on the bar, raise the bar slightly so the optimum clearance is obtained over the transmission and under the muffler. Mark the frame for drilling. Drill with a 3/8" drill bit.

Step #6. Bolt the extension to the frame. Check all fastenings for suitable tightness. Bounce the rear of the car to check for clearance of all parts throughout the suspension travel distance.

Step #7. Road test the vehicle to familiarize yourself to its 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 balance and control this kit should be used in conjunction with our front bar.

HARDWARE

2	RH 040 Brackets	2	RH 023 Angles
2	RH 016 End-links	8	RH 214 Bolts
2	RH 249 Brackets	4	RH 104 Washers
2	RH 507 Bushings	8	RH 304 Lock-Nuts

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