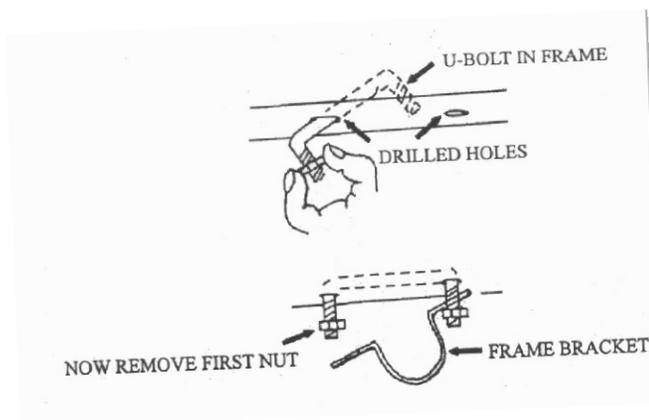
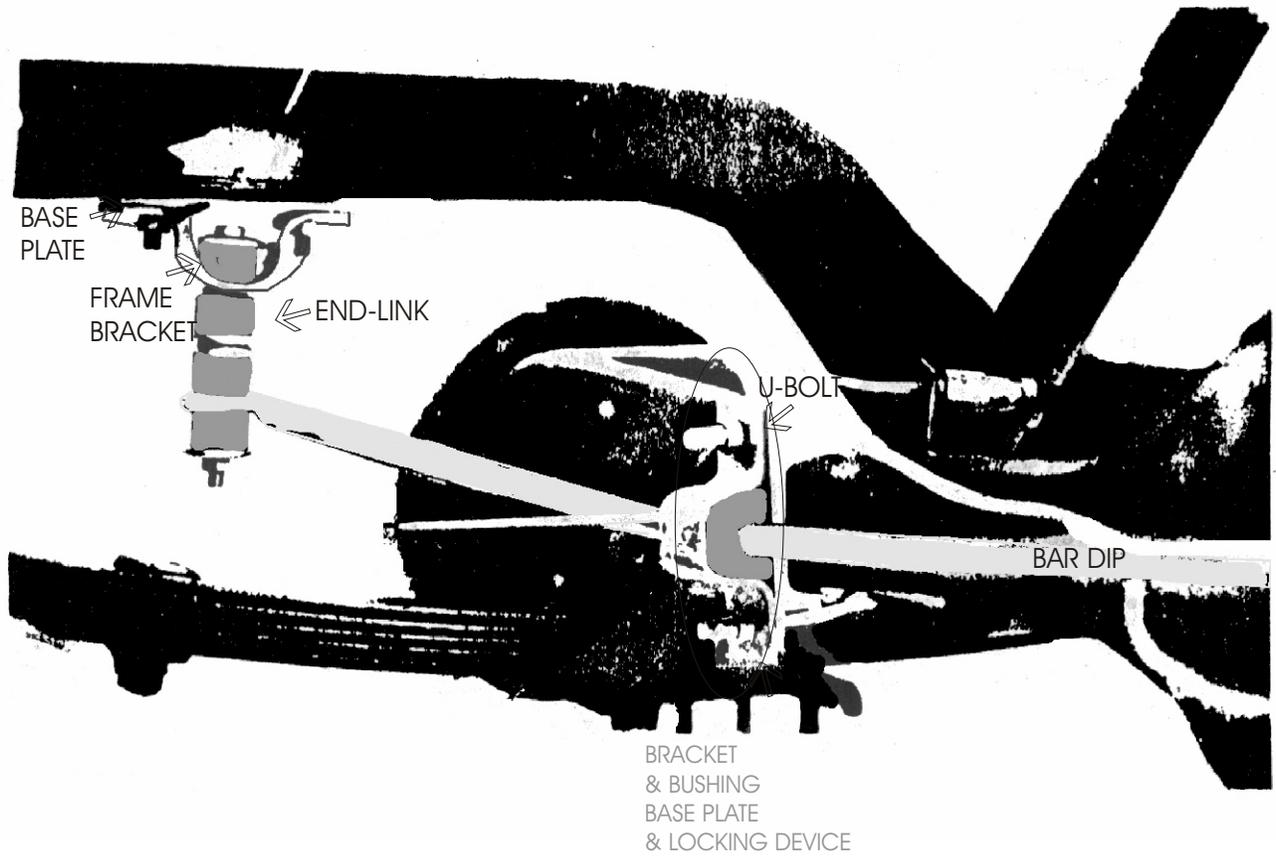


DIRECTION 276



Direction 276

- Step #1.** Pass U-bolts around axle from the front passing between the brake-line and the axle. Place the slotted plates on the U-bolt so as to engage the U-bolt legs. Follow with the bar bracket that should already be around under the bar. Start the nuts. Place the D-shaped rubber bushings on the bar near the bends, flat side forward. Next, slide the loosely assembled U-bolt and bracket assembly down the axle so that the bracket is around the rubber bushing. Insert the locking device from one side, legs towards axle. Center on slotted plate.
- Step #2.** Assemble end-link as illustrated. Pass the end-link center bolt through one cupped washer; through a rubber bushing; through the frame bracket (from inside it); through another bushing, the last cupped washer; and secure with a lock-nut. Be sure that washers have their cupped or hollow side towards the rubber bushing, and that the rubber bushings have the end with the stepped surface towards the bracket or bar eye. Tighten the lock-nut so the assembly is securely snug but not so tight that the bushings bulge to a noticeable extent.
- Step #3.** The bar should be positioned so that the mid-section runs along the rear of the rear axle with the arms facing rearward, with the forges as illustrated.
- Step #4.** Position bar so that the forges are horizontal. With the car resting naturally on its springs on level ground, the frame brackets should position themselves so as to align with the frame bottom. Adjust the bar position relative to the axle if needed. The "elbow" in the bar arm is to clear the vertical flange on the left end of the gas tank.
- Step #5.** Mark through the frame bracket holes. Drill one hole with a 3/8" drill bit. Use the square U-bolt to get the exact spacing for the second hole and drill it. The bracket will locate on the frame bottom, just clearing the gas tank.
- Step #6.** Place a lock-nut on one leg of the square U-bolt. Insert the other end into one drilled hole. Maneuver it until it reappears through the other drilled hole. Place one end of the base plate and the frame bracket over the leg and state another lock-nut on it. Remove the first nut; position free end of plate and bracket over the U-bolt leg and replace the nut.
- Step #7.** Have someone bounce the rear of the car so you can check that all parts of the bar and hardware clear throughout the suspension travel distance (but don't be under the car when it is bounced). If rubber stops are visible, measure the maximum travel distance so you can better estimate clearances. If all is clear, tighten nuts on the frame and axle.
- Step #8.** Road test the vehicle to familiarize yourself with its new handling, as we cannot supervise your installation or driving, we cannot be responsible for more than the cost of the kit. Note: For best balance, control and stability, this kit should be used in conjunction with our front kit.

HARDWARE

2	RH 013 End-Links	2 RH 510	Bushings
2	RH 031 Plates	2 RH 041	Brackets
2	RH 046 Brackets	2 RH 055	Brackets
2	RH 407 U-Bolts	2 RH 402	U-Bolts
8	RH 304 Lock-Nuts	4 RH 104	Washers