

DIRECTION 853

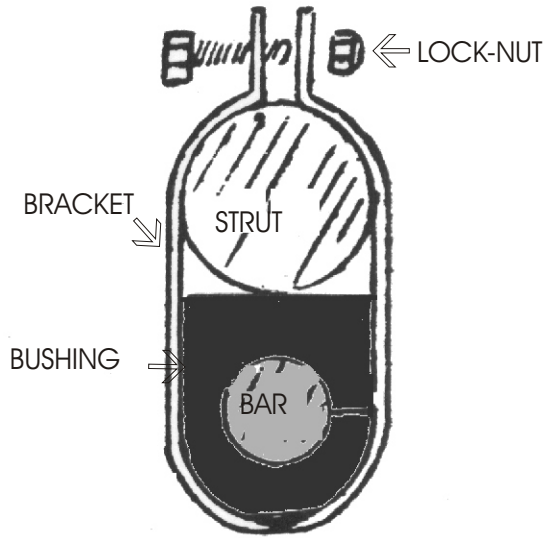


FIG. 1

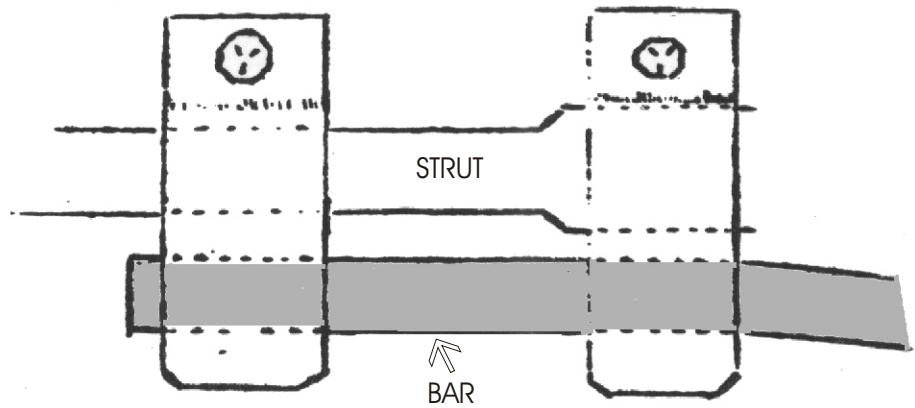


FIG 2

FORWARD



DIRECTIONS 853

NOTE: This bar is designed to replace your present anti-sway bar with no modifications necessary. As you can see, the bar is similar. The only change is a modification to the contours, made necessary by the increase in diameter.

- STEP #1.** To remove your present anti-sway bar, bend down the tabs on the clips that lock the anti-sway bar brackets around the bushings and strut. Then tap the clips with a hammer on the end with the tab; they are tapered so once broken loose, they will come off easily. A screwdriver will make hitting the clip easier. Car should be level, resting on its wheels.
- STEP #2.** Put the bushings on the ends of the bar before the first bend.
- STEP #3.** Raise the bar up to the struts; make sure the bar is not upside down. Put the large clamps over the struts and bushing. Place them in the same location as the original large brackets were with the holes up as shown in Fig. 1. With the bushing around the bar, near the first bend in the bar, and the bracket around the bushing and strut, put the nuts and bolts on (do not tighten). Vise grips or C-clamps can make this easier.
- STEP #4.** Do the same with the small brackets.
- STEP #5.** Center the anti-sway bar with the brackets near vertical and in the same location as the originals. Tighten the nuts and bolts. Check the movement of the car on the suspension and make sure that all parts cannot come in contact with the bar at either end of the suspension travel. After checking the above, and that all fastenings have suitable tightness.
- STEP #6.** Road test the car to familiarize yourself to its new handling. The addition of a rear kit would give your car even flatter cornering and near neutral steering characteristics. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit.

HARDWARE

2	RH 047	Clamps
2	RH 048	Clamps
4	RH 507	Bushings
4	RH 200	Bolts
4	RH 307	Lock-Nuts