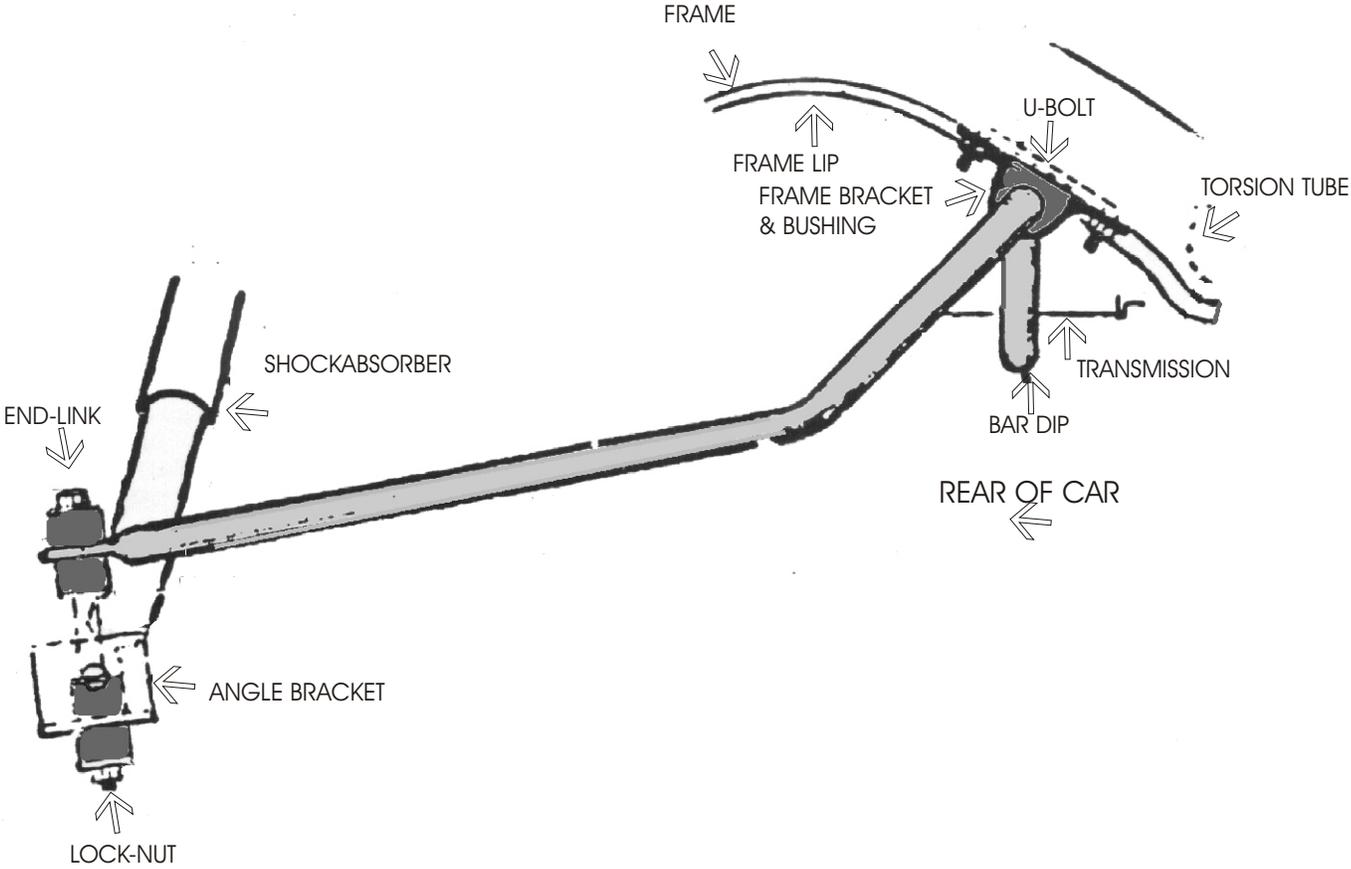


DIRECTION 953



DIRECTION #953

STEP #1.Place the large rubber bushing onto the bar near the shoulders.

Step #2. Remove nut and washer from shock absorber lower stud. Position angle bracket as shown, and replace nut on stud.

Step #3. Assemble end-links onto bar ends so as to connect to angle brackets. Mid-section of bar should be forward with the arms to the rear. Do not compress out of shape. Tighten nuts only enough to keep end-link components snug.

Step #4. With the bar bushing under the frame, cover with the frame bracket and mark frame for drilling through the bracket holes. Drill holes in bottom of the frame with a 3/8" drill bit. If necessary, file or bend a notch in the frame lip where bar crosses.

Step #5. Place a lock-nut on one end of the U-bolt. Insert other end through one end of the bar bracket; one end of the base plate; then into one hole in the tubular frame. Maneuver until U-bolt reappears out of frame through other hole. Position free end of base plate and bracket over it and around bar and bushing. Tighten the lock-nuts to 10 ft./lbs. to secure the parts to the engine support members.

Step #6. Check all fastenings for suitable tightness, and road test vehicle to accustom yourself to your car's new handling 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 014 End-links 5-1/2"

2 RH 040 Brackets 3/8" Holes 2.875 C-C

2 RH 402 U-Bolts 1" x 2-3/8" x 3/8"

2 RH 508 Bushings 7/8"

2 RH 023 Angles 1-1/2" x 2" 5/8"

4 RH 304 Nuts 3/8"-NC HEX