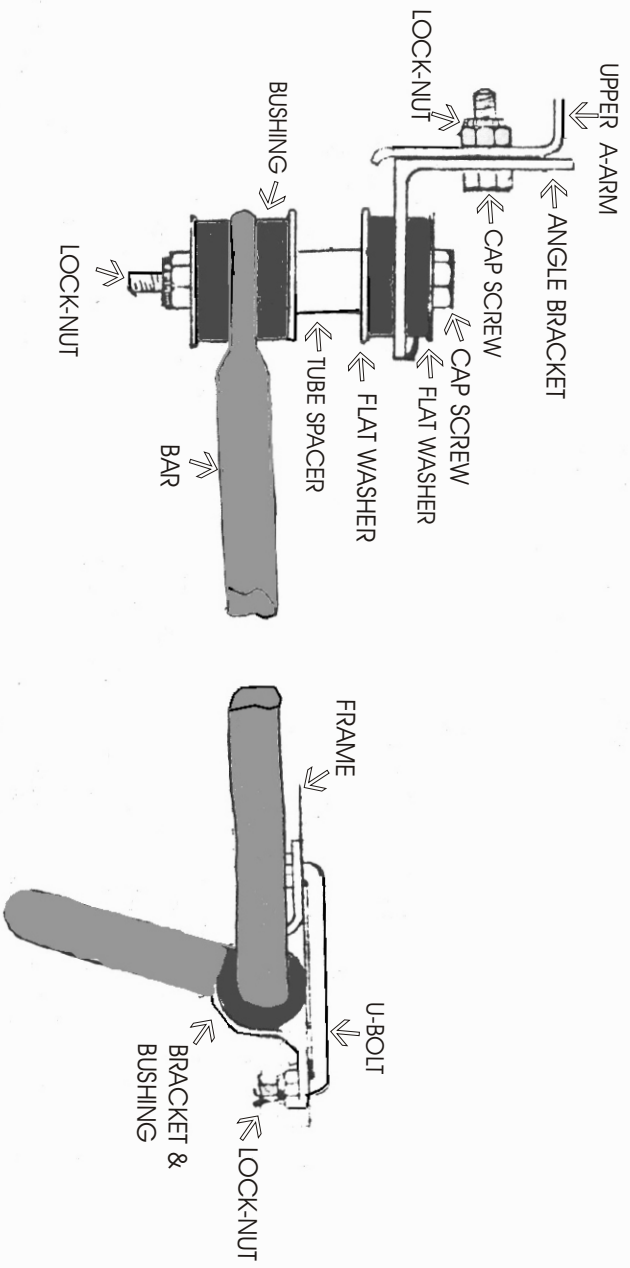


DIRECTION 116



Direction # 116

Step #1. Slide the mid-section bushings onto the bar.

Step #2. Assemble the end-link as shown with the angle bracket at the top with the vertical leg upward. Do not tighten the lock-nut at the bottom more enough to only slightly bulge the bushings.

Step #3. Raise the assembly into position under the front of car. With the bar centered on the car, note the location of the angle brackets on the front side of the upper A-arms. Drill a hole in front side of the A-arm and attach the angle brackets with the short bolts provided.

Step #4. Raise the center portion of the bar to the car frame. Position the mid-section bushings under the frame, and cover them with the frame bracket and mark through holes. Drill holes with a 3/8" or larger bit. Midway between holes file a notch in the lip on the bottom inside edge of the frame (or bend it out of the way) so that it will not rub the bar.

Step #5. Raise the bar into position (tying it with a piece of string may be convenient) and then place a lock-nut on one end of the U-bolt and insert it through a frame bracket then into the hole in frame. Maneuver it until it reappears through the other hole in the frame, and then place free end of bracket over it and secure with another lock-nut. Tighten both lock-nuts. Do not attempt to insert U-bolt into frame without a nut on it!

Step #6. Check all nuts for suitable tightness. Have someone bounce the car so you can check the clearance of the installation throughout the suspension travel distance. Then road test the car and accustom yourself to its improved handling. As we cannot supervise your installation or driving, we cannot be held responsible for more than cost of the kit.

HARDWARE

2	RH 402	U-Bolts	2	RH 015	End-links
2	RH 507	Bushings	2	RH 040	Brackets
2	RH 022	Angles	2	RH 214	Bolts
6	RH 304	Lock-Nuts			