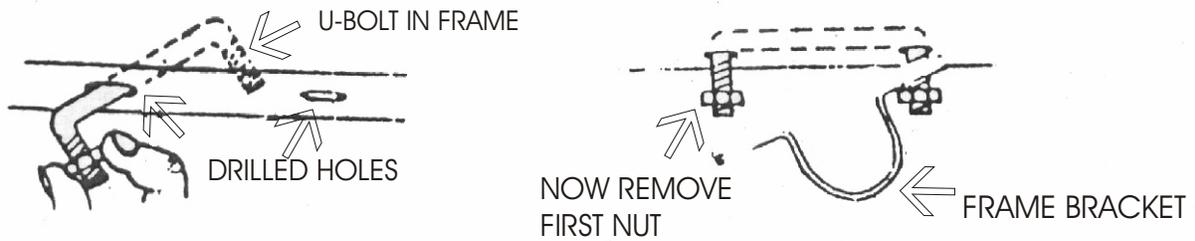
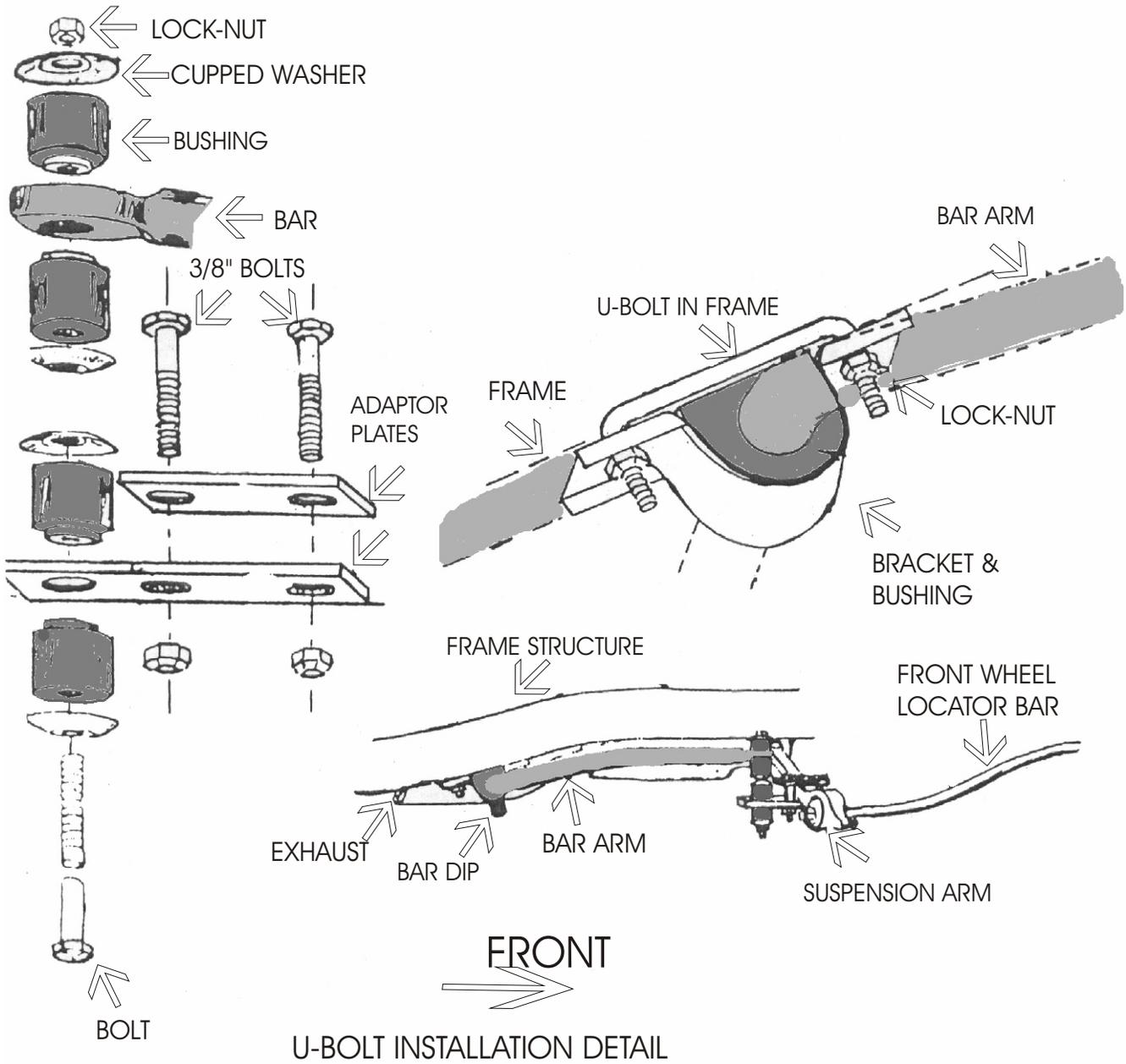


DIRECTION 118



DIRECTION #118

STEP #1. Place the suspension arm clamps on the front suspension arms with the large hole to the rear. Loosely secure with bolts. Move the clamp as far out as possible to where the arm widens at the strut connection. Tighten the nuts.

Note: On late models, the suspension arms are stamped inverted U-sections, rather than forged H-sections. On these, use the angle bracket supplied, and bolt it to the rear of the A-arm, via a drilled 3/8" hole.

STEP #2. Position the bar under the car so the mid-section is to the rear of the front wheels, and the arms come forward over the steering rods and the eyes center directly over the large hole in the adaptor plates. Tie the mid-section of the bar up with string to facilitate work.

STEP #3. Assemble the end-links as detailed.

STEP #4. Place the mid-section bushings on the bar near the shoulders, flat side facing the frame bottom. Raise the bar mid-section so the bushings rest against the frame. Cover them with the frame brackets, and mark through the holes. Drill the frame bottom with a 3/8" drill bit.

STEP #5. Secure the frame brackets, the bar and bushings to the frame bottom as detailed on reverse side. Be sure to keep one nut on the U-bolt when inserting it into the frame so it cannot get lost within. Tighten the lock-nuts on U-bolt to 10 ft./lbs.

STEP #6. Check all fastenings for suitable tightness. Have someone bounce the front of the car so you can check clearance of all parts throughout the suspension travel distance, and from steering lock to lock.

STEP #7. Road test the vehicle and accustom yourself to your car's new handling. As we cannot supervise your installation or driving, we cannot be responsible for more than the cost of the kit.

NOTE: As this unit does not replace the existing strut rod, it is not necessary to have the front end realigned. Furthermore, this unit reduces the stress on the critical strut suspension arm connection instead of increasing the stress at this point.

HARDWARE

- 2- RH 013 End-Links
- 2- RH 507 Bushings
- 2- RH 059 Plates
- 2- RH 058 Plates
- 2- RH 040 Brackets
- 2- RH 402 U-Bolts
- 8- RH 304 Lock-Nuts
- 4- RH 226 Bolts