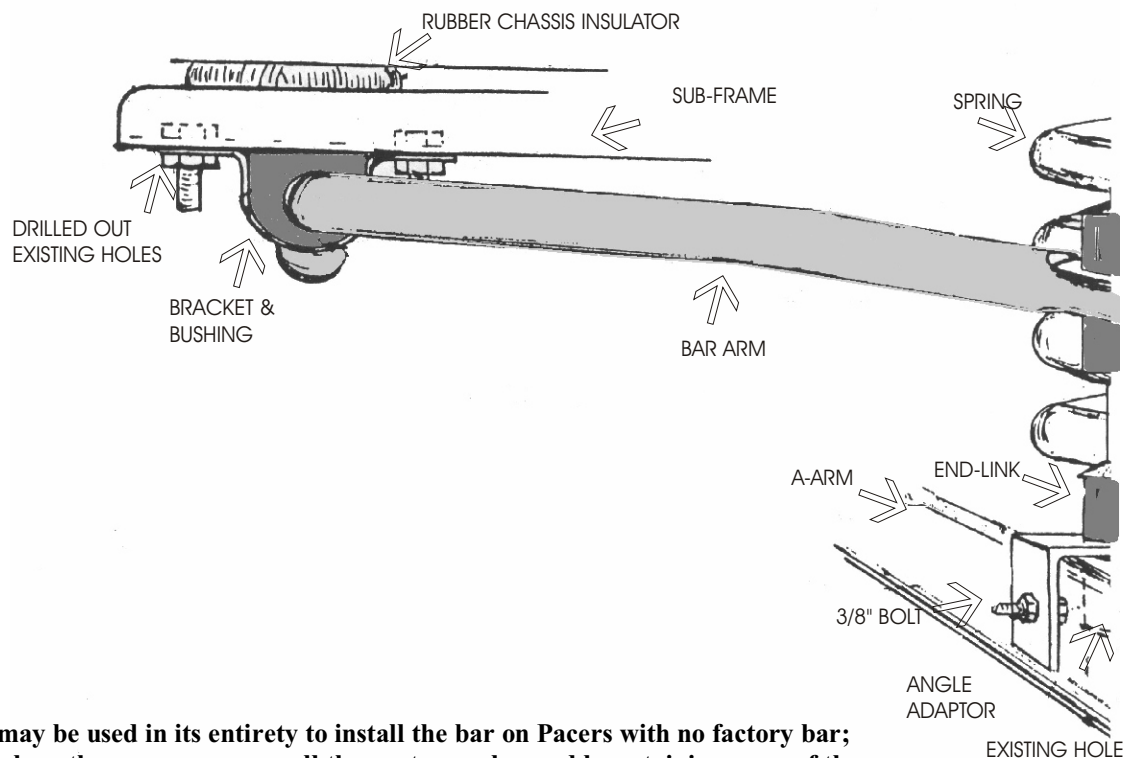


# DIRECTION 139



## DIRECTIONS #139

**NOTE:** This kit may be used in its entirety to install the bar on Pacers with no factory bar; or if the car has a bar, then some, none or all the parts may be used by retaining some of the original hardware.

- Step #1.** Remove original bar if the car is so equipped.
- Step #2.** If the car had a factory bar, there will be a welded-in piece under the suspension arm with a 5/8" diameter hole in it to take the lower end of the end-link. The link then passes up through a large hole in the top of the suspension arm. In this case use the original end-links (but you may use the new rubber bushings if desired) and skip step #3 below.
- Step #3.** Position the 90-degree angle on the front of the suspension arm as shown. The 5/8" hole front of the suspension arm. Drill with a 3/8" drill bit. Secure the angle bracket with the 3/8" bolt and nut supplied.
- Step #4.** Place the bushings on the bar mid-section near the shoulders and position the bar brackets under the. Raise the sub-frame and secure to the existing holes found there with the 5/16" bolts and nuts provided. The punched-out holes may need drilling out with a 5/16" drill bit if the bolts do not pass through easily. Be sure bar eyes are above the suspension arms.
- Step #5.** Assemble end-links in order to attach the bar eye to the suspension arm. The cupped washers go at the top and bottom and next to the center tube spacer.
- Step #6.** Check for clearance throughout the suspension travel and turning arc. Check fastenings for suitable tightness. Road test the car so as to accustom yourself to its new handling. As we cannot supervise your installation or your driving, we cannot be responsible for more than the cost of the kit.

**NOTE:** This kit should be used in conjunction with our rear bar #245 for best balance and control.

### HARDWARE

2	RH 014 End-links	2	RH 509 Bushings
2	RH 040 Brackets	2	RH 022 Angles
2	RH 304 Lock-nuts	2	RH 214 Bolts
4	RH 200 Bolts	4	RH 307 Lock-nuts