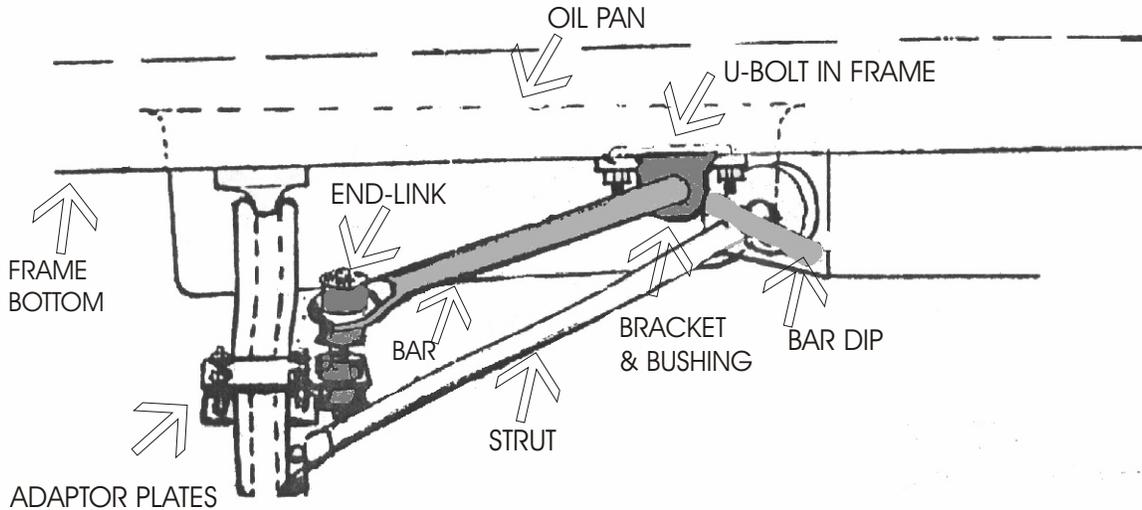


# DIRECTION 176



## Direction #176

- Step #1.** Place the adaptor plate on top of suspension arm just inboard of where the strut attaches to the suspension arm. Secure with two rounded U-bolts passing under the arm. Leave the nuts loose.
- Step #2.** Hold the bar in position under frames. The dip will pass just to the front of the oil pan, with the shoulder just to the rear of the bracket that anchors the front of the strut. The eyes of the bar should now align over the large hole in the adaptor plates, but will be slightly outboard of them and about two inches above the plates. Adjust the plates and U-bolt so that it locates as described, then tighten the nuts on the U-bolts securely.
- Step #3.** Assemble the end-links as shown to connect the bar eye to the large hole in the adaptor plate. The tops of the end-links should be about 10 degrees out from the bottom.
- Step #4.** Raise the bar mid-section to the frame bottom. Center the spacer plate across the top of the bar and against the frame bottom and mark through the holes. Drill frame bottom with a 3/8" bit.
- Step #5.** Place a nut on the end of the square U-bolt and pass the other end through the hole in the bar bracket; into the frame bottom, then maneuver until it reappears through the other hole; pass through free end of bracket and secure with another nut to hold the bar and the bushing in place. Tighten nuts securely.
- Step #6.** Have someone bounce the front of the car so you can check clearance throughout the suspension travel distance. Road test the car to accustom yourself to your car's new handling. For best results and most balanced cornering, this kit should be used in conjunction with our rear bar. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit.

## HARDWARE

2	RH 014End-Links	2	RH 507Bushings
2	RH 059A-Arm Clamps	2	RH 058A-Arm Clamps
2	RH 040Brackets	2	RH 402U-Bolts
8	RH 304Lock-Nuts	4	RH 206Bolts
8	RH 104Washers		