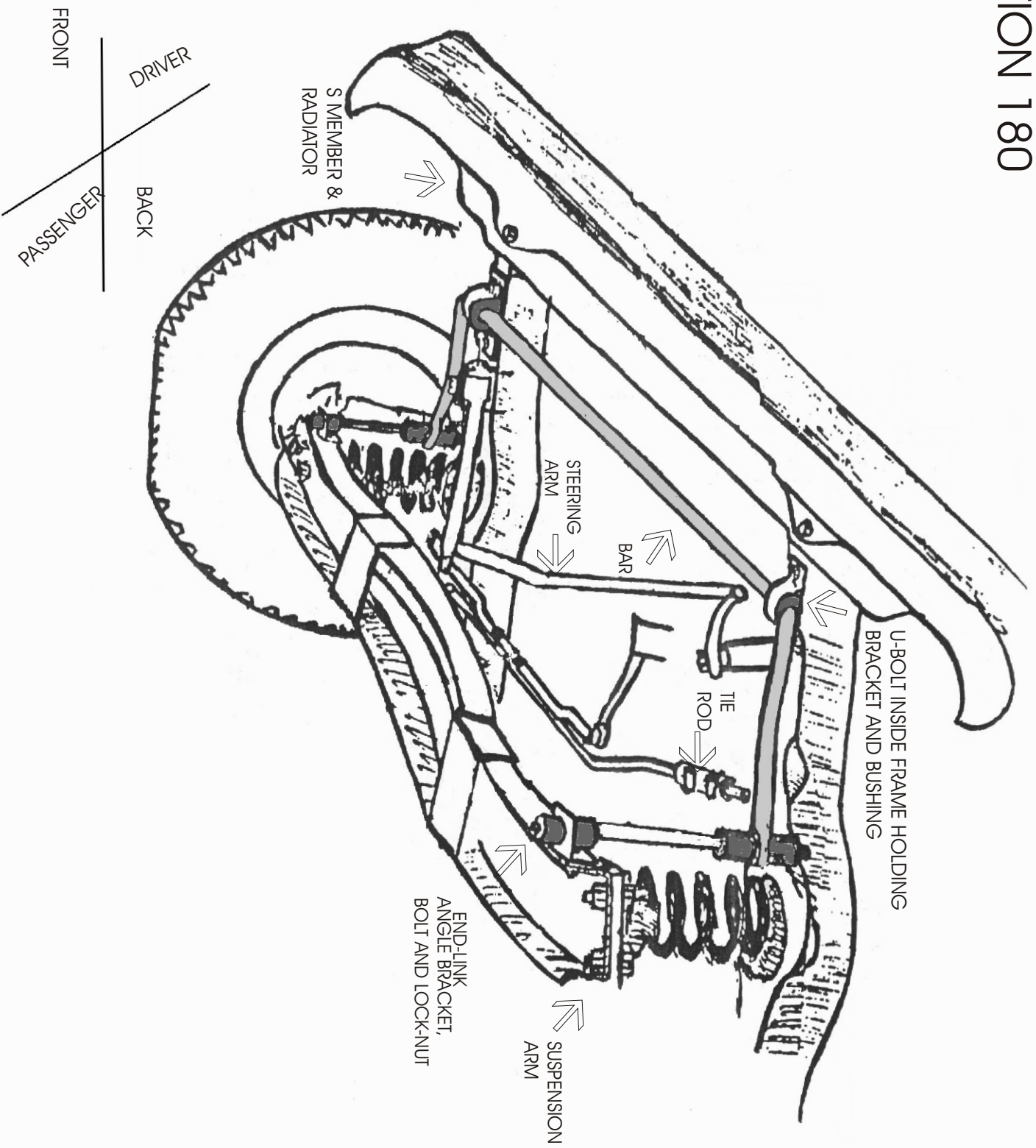


DIRECTION 180



Direction # 180

Step #1. Assemble the end-links onto the bar eyes. Pass the long bolt down through a cupped washer, a rubber bushing, the bar eye, another bushing, a cupped washer, the tube spacer, another cupped washer and bushing and then through the large hole in the angle bracket (with the vertical side of the bracket up) and then through another bushing and cupped washer. Secure with a lock-nut. The rim on the bushing should fit into the bar eye and bracket hole. The hollow side of the washers should face the bushings.

Step #2. Place the mid-section bushings around the bar near the bends.

Step #3. Pass the end-links and bar arms over the tie rods and tie up the center section of the bar with string to keep it up near the frames.

Step #4. Making sure the bar is centered across the frames hold the small angle brackets against the lower suspension arm and mark the suspension arm through the bracket holes. Drill with a 3/8" drill bit and attach the angle bracket with the bolts and lock-nuts provided.

Step #5. Raise the bar mid-section up and adjust the bar so that when the bar bracket is placed around the mid-section bushing it will touch the welded on bracket that is on the bottom side of the passenger side frame next to the bumper support. Mark the frame bottom and drill with a 3/8" drill bit.

Step #6. Place a lock-nut on one end of the U-bolt. Insert the other end through a hole in the bracket and one drilled frame hole and then maneuver it until it reappears through the other drilled hole. Place the free end of the bracket on the last U-bolt leg and start a lock-nut. Tighten to 15 ft /lbs. Repeat on the other side to secure the bar to the driver's side frame bottom. Check to see that the box arm clears the bar on left lock.

Step #7. Check clearance between bar arm and tie rod. It should be about 1 1/2" or more. If it is too near the tie rod and is struck by the steering knuckle when wheels are turned, reverse the angle bracket on the suspension arm.

Step #8. Have someone bounce the front of the van so you can check all clearance throughout the suspension travel distance. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit.

HARDWARE

2	RH 016 End-Links	2	RH 022 Angles
2	RH 040 Brackets	2	RH 213 Bolts
2	RH 511 D-Bushings	6	RH 304 Lock-Nuts
2	RH 402 U-Bolts	2	RH 102 Washers