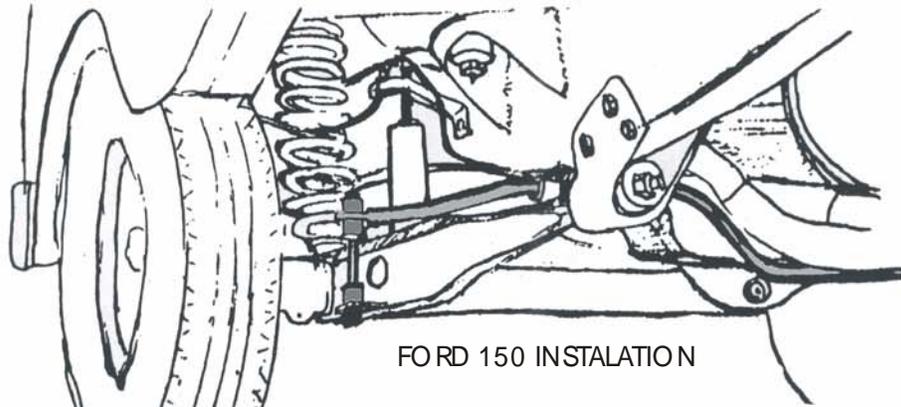




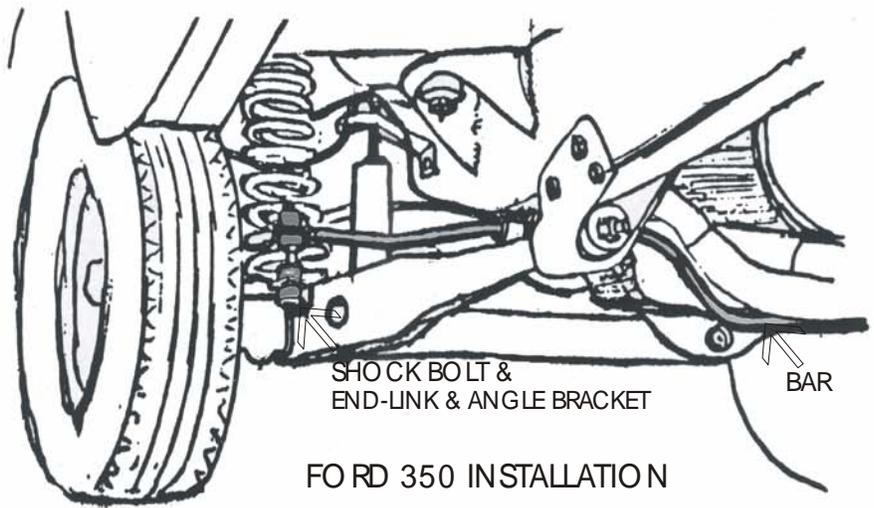
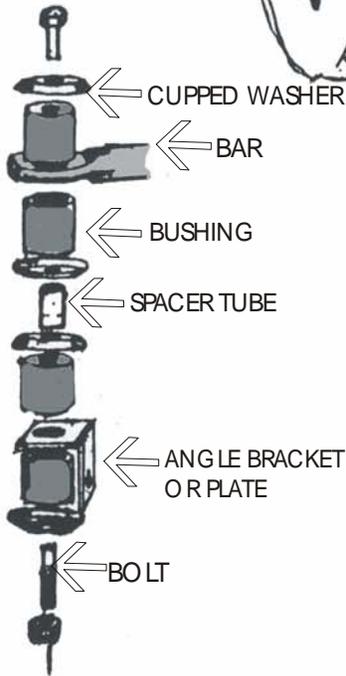
- Step #1. Remove the bolt on the forward end of the radius arm that secures the shock absorber bracket to the radius arm. Pass the bolt through the 1/2" hole in the supplied angle bracket (from inside it) and then replace it through its hole and securely replace the nut. Note the orientation of the angle bracket: The horizontal leg is above the bolt. Repeat on the other side.
- Step #2. Place the bar under the van to the rear of the wheel with the bar arms forward over the radius arms. Tie the mid-section up with string to keep it near the frame.
- Step #3. Assemble the end-links as illustrated to connect the eye of the bar to the angle brackets or the plates on the E-150'S, E250's and E350's.
- Step #4. With the van resting naturally on its springs, raise the bar mid-section to the frames. Center frame bracket about the bar and then mark through the holes. Drill with a 3/8" drill bit. Tilt the drill forward and back once it is through the bottom of the frame so as to elongate the hole surface slightly. ON E-150'S, THE PLATE SHOULD BE HELD TO THE LOWER STRUT LIP WITH VISE GRIPS. Once located (about 1" behind the shock bolt location) drill with a 3/8" drill bit and attach with the 3/8" bolt provided.
- Step #5. Place a lock-nut on the end of one of the U-bolt legs. Insert the other end through one end of the frame bracket and then into one drilled hole. Maneuver it until it reappears from the other drilled hole with the bar and bushing within the bracket. Secure with another lock-nut so as to hold the other end of the bracket. ON E-150'S DRILL A 3/8" HOLE AND ATTACH THE PLATE ON TOP OF LOWER STRUT LIP WITH 3/8" BOLTS PROVIDED.
- Step #6. Check all fastenings for suitable tightness. The U-bolt should be tightened to 10 lbs/ft. The end-link should be only tight enough to keep assembly snug. Do not tighten it so the bushings are deformed. Turn the steering from lock to lock and make sure the angle bracket cannot contact the disk brake caliper as it could compress the piston against the disc causing a need to pump the brake to reposition the pads against the disc. This clearance should be rechecked when new pads are installed.
- Step #7. Road test the van so as to accustom yourself to its new handling. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of kit. NOTE: For best balance and control this kit should be used in conjunction with our rear kit.

**HARDWARE**

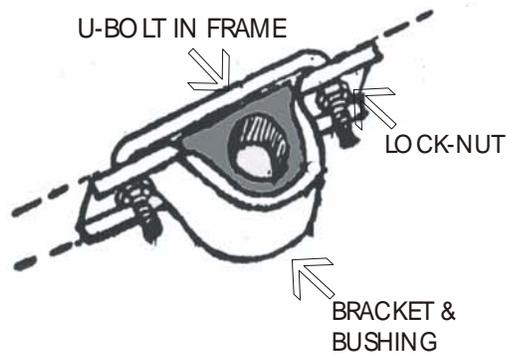
2 RH 040 Brackets	2 RH 023C Angle Brackets	2 RH 511 Bushings
2 RH 033 Plates	2 RH 062 Tube Spacer	2 RH 402 U-Bolts
6 RH 304 Lock-Nuts	2RH 014 End-Links	
2 RH 214 Bolts	2 RH 236 Bolts	2 RH 104 Washers



END-LINK DETAIL



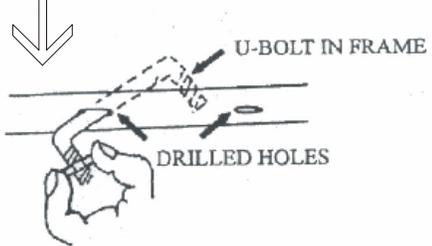
VIEW: DRIVERS SIDE, SEEN FROM BEHIND FRONT WHEEL LOOKING FORWARD



FRAME ATTACHMENT DETAIL



U-BOLT IN FRAME DETAIL



NOW REMOVE FIRST NUT

