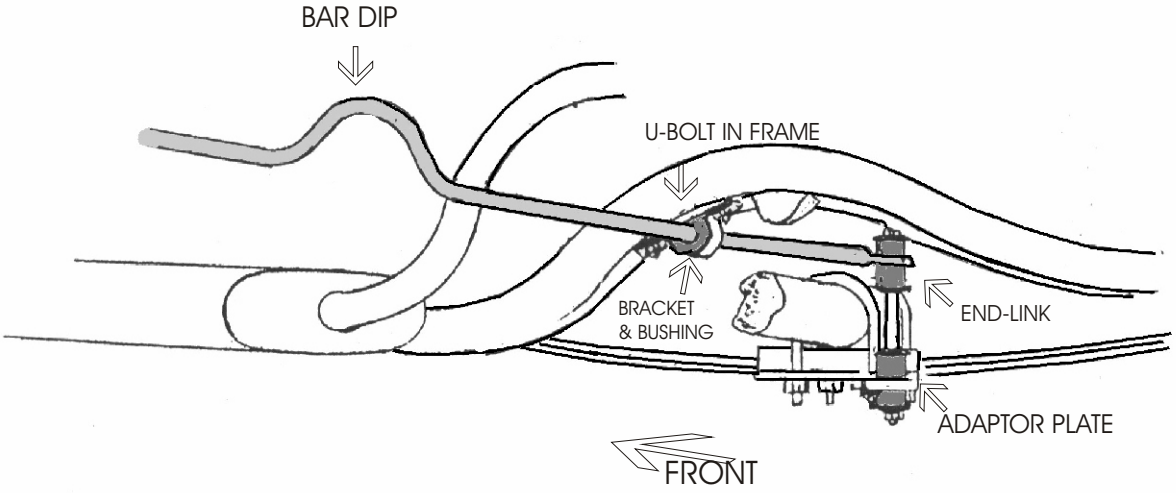
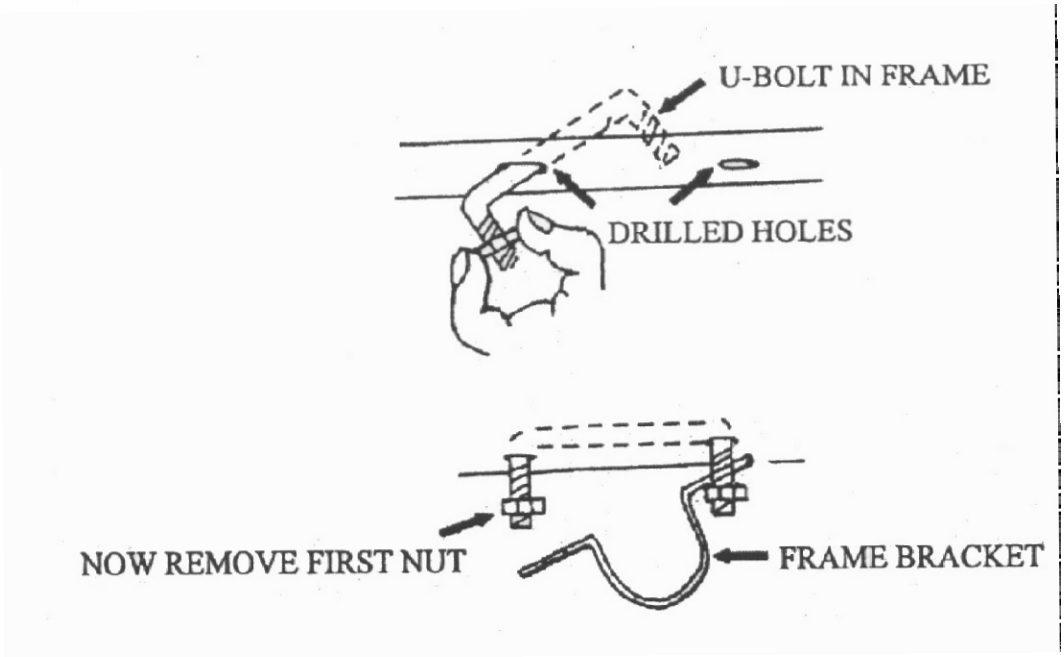
DIRECTION 216





Direction #216

Step #1. Position the bar so that it passes over the drive train to the rear of the tail pipe, and with the arms o the rear over the axle.

Step #2. Remove the inner rear nut from the bottom of the U-bolt that attaches the spring saddle to the axle. Place the adaptor plate on the U-bolt stud and replace the nut. Assemble the end-link in the correct order as illustrated so as to connect the bar eye and the adaptor plate. Place the bar bushing on the bar near the bends.

Step #3. Lean the end-link to the rear and away from the axle (about 10 degrees from vertical) so that there is about an inch of clearance between the end-link and the axle. While maintaining this position, raise the bar mid-section to the frames, cover with the frame bracket and mark the frame through the holes.

Step #4. Drill the frame with a 3/8" drill bit. Place a lock-nut on the small U-bolt and insert the other end into the frame. Maneuver it until it reappears from the other hole. Place the mid-section bushing on the bar and slide it along the bar until it is centered under the bracket. Position the bracket and the base plate holes on the U-bolt end and start the nut. Remove the original nut and then replace it to secure the free ends of base plate and the bracket. Tighten the lock-nuts.

Step #5. Have someone bounce the rear of your car so you can check all clearance throughout the suspension travel distance. Road test the vehicle to familiarize 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 front bar.

HARDWARE

2	**RH**	**016**	**End-Links**
2	**RH**	**510**	**Bushings**
2	**RH**	**040**	**Brackets**
2	**RH**	**032**	**Plates**
2	**RH**	**402**	**U-bolts**
4	**RH**	**304**	**Lock-Nuts**