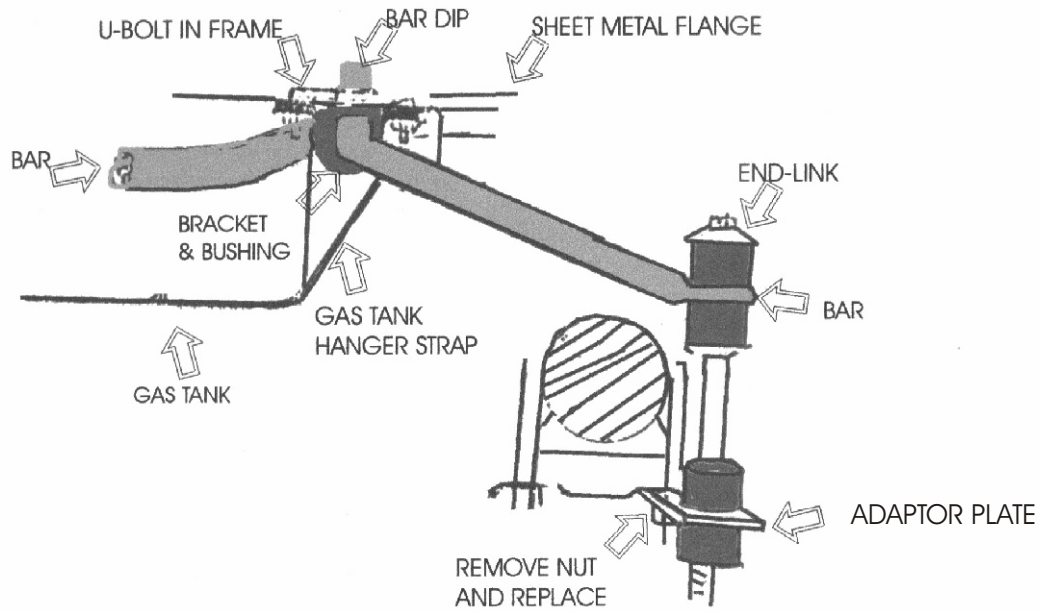
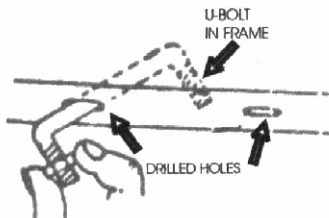


# DIRECTION 224



## U-BOLT DETAIL



## **Direction #224**

**Step #1.** Make sure the car is resting naturally on its springs on level ground. It will make work the easiest if one wheel is removed after blocking up the axle. Insert the bar arms forward over the axle and mid-section, passing just forward of the gas tank but to the rear of the gas hanger strap. In order to facilitate this, it is suggested that the gas tank be propped and one of the straps on the side from which you are going to insert the bar be loosened and unhooked so the bar is inserted through the other strap. Then replace strap; tighten its nuts. The dip in the bar raises up over the tailpipe for added clearance.

**Step #2.** On the left side of the car, you will find a rubber tube pushed into a hole in the frame. This is frame. Another hole may be drilled and the tube inserted into the frame. The purpose of the breather tube is to avoid foreign material from working its way into the differential breather through the tube.

**Step #3.** Remove the front nut from the outer U-bolt that goes around the axle that attaches the spring. Place the small hole of the adaptor plate on the U-bolt leg and replace the nut securely. The plate should be positioned so as its large hole will be outboard and pivoted as far forward as possible. (See Illustration)

**Step #4.** Assemble the end-links as illustrated so as to connect the adaptor plate to the bar eye. The spacer (tube) is at the center with the cupped washers above and below it and at the top and bottom of the assembly, facing the bushings. Tighten nut at top only moderately.

**Step #5.** Place the mid-section bushings on the bar shoulders under the frames, raise the bar to the frames, and position the bracket around the bushing. Mark the bottom face of the frame for drilling. The bar should be positioned far enough forward so that the end-links lean slightly forward and that the end-links will not be forced against the axle when the wheels are hanging. Drill the frame with a 3/8" drill bit, using the base plate as a template.

**Step #6.** Place a nut on one end of the U-bolt and insert the other end into one of the drilled holes and maneuver it until it reappears from the other drilled hole. Place one end of the bracket on the end of the U-bolt and start one of the lock-nuts. Remove the first lock-nut; place the free end of the bracket over that end of the U-bolt and replace the lock-nut.

**Step #7.** Have someone bounce the rear of the car to make sure that all parts clear throughout the suspension travel distance. Tighten the nuts on U-bolts in the frame 10 ft./lbs. The nut on the end-link assembly should also be only moderately taut so as not to damage the bushings. Road test the vehicle to familiarize yourself with its new handling. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit. NOTE: For best balance, control and stability this kit should be used in conjunction with our front bar.

### **HARDWARE**

2	RH 018End-Links
2	RH 510Bushings
2	RH 040Brackets
2	RH 032Plates
2	RH 402U-Bolts
4	RH 304Lock-Nuts