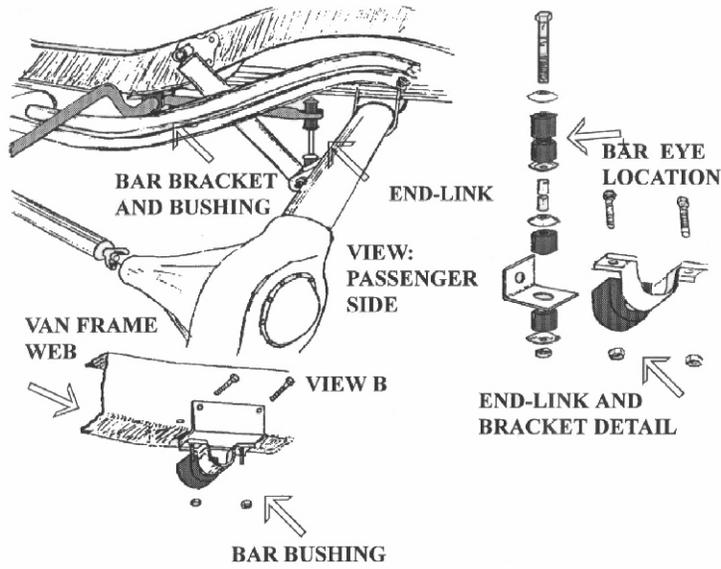


DIRECTION 248



NOTE:

The bar bracket may be attached to the bottom of the frame flat in the over all view "A". Illustration "B" shows the method by the Ford Motor Co. wherein the bar is attached to the angle mount, and then the mount is attached to the vertical web of the frame channel. It may easier, also to drill horizontally than vertically. In this instance the bar bracket must be securely bolted to the angle mount before the mount is located on the frame web.

## Direction 248

- Step #1.** Remove lower stud bolt from shock absorbers, pass it through the hole in the smaller leg of the angle bracket supplied, and replace it. Position the angle so the horizontal leg is below the shock stud, and so the angle bracket is on the outboard side of the shock bracket.
- Step #2.** Put bar in position. It locates to the front of the rear axle, arms to the rear. With bar dip passing over the tail pipe and over the drive shaft.
- Step #3.** Assemble end-links as shown so as to connect the bar eye and the hole in the angle bracket. The cupped washers go at the top and bottom of the assembly and next to the tube center spacer. Tighten nut at bottom of assembly enough to keep assembly snug, but not so tight to seriously deform rubber bushings.
- Step #4.** Raise the mid-section to the frame slip on the rubber frame bushings directly under the frames, the bushings may be slit on their sides to facilitate mounting. Place frame brackets around bushing and mark frame bottom for drilling. Make sure that the bar assembly is positioned far enough forward that bar end will not contact axle when frames move down under load, an 1/2" horizontal clearance should do.
- Step #5.** Use the bracket as a template when drilling to get the correct hole spacing. Use a 3/8" or larger drill bit, when drilling use the bolts provided to bolt the frame bracket and frame together securely. See alternate mounting bracket note on reverse side.
- Step #6.** Check for clearance of the bar throughout suspension travel distance. Road test the vehicle to familiarize yourself with its new handling. As we can not supervise your installation or driving, we can not be responsible for more than the cost of the kit.

**NOTE:** For best balance and control this kit should be used in conjunction with our front kit #188.

### HARDWARE

2	RH 016 End-Links	2	RH 040 Brackets
2	RH 023 Angles	2	RH 511 Bushings
8	RH 214 Bolts	8	RH 304 Lock-Nuts
2	RH 246 Angle Brackets		