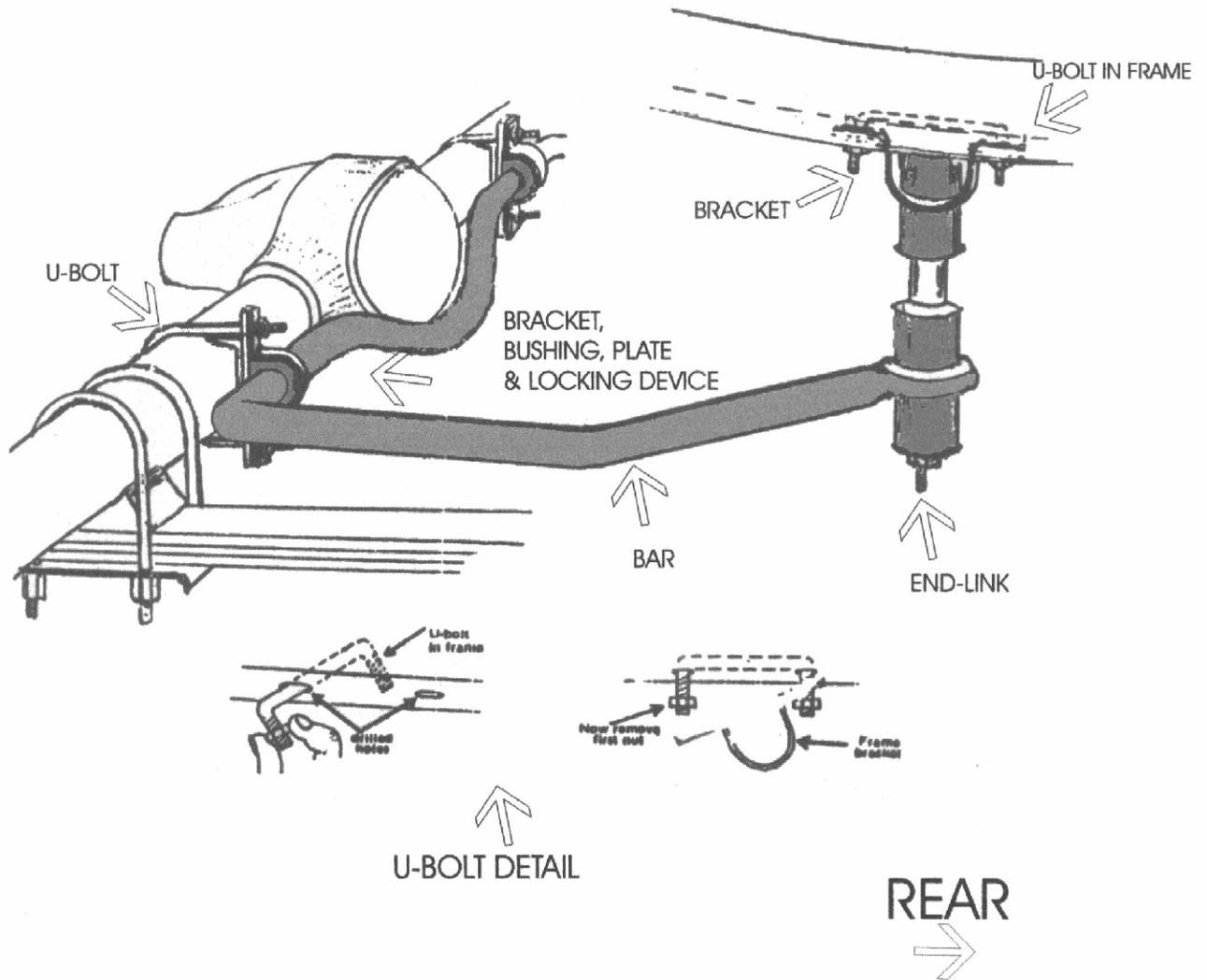


DIRECTION 256



Direction 256

Step #1. Place the bar in position to the rear of the axle, dip down, arms leading to the rear. On the rear of the axle toward the shoulders of the bar place the locking device and plate which will now be between the axle and the bar. It will be necessary to "set" the locking device on the axle by striking it with a hammer several times. The plate can then be placed over it and on the U-bolt legs and the nuts tightened to 10 ft/lbs. so as to set the U-bolt so it "forms" around the weld ridges. Then remove the nuts, one at a time, and replace them so as to hold the bar bracket, bushing and the bar. Be sure that the U-bolt or other parts are between the brake-line and the axle so as not to crush them. Pull the brake-line away from the axle slightly if needed.

Step #2. Place the D-shaped rubber bushing on the bar mid-section and slide it under the bar bracket. Adjust the position of the brackets and U-bolts about the axle so that it gives the best clearance to shocks, brake-lines "T", rear end breather, etc., and so that they hold the bar in the most suitable position along the axle. The bolts and brackets need not be equally spaced along the axle on the two sides. Tighten the U-bolt nuts sufficiently to keep assembly in position during installation. The bar arms have bends leading them over the springs and then back inboard of the springs. This is to avoid the muffler or the muffler hanger. Some of these cars have the shocks to the rear of the axle. On these, the bar will have to be positioned at the right height above the axle so that it passes around them and to the rear without contacting them.

Step #3. Assemble end-links onto bar ends. Center bolt passes through: cupped washer, rubber bushing, frame bracket (from inside bracket), rubber bushing, cupped washer, spacer, cupped washer, rubber bushing, bar eye, rubber bushing, cupped washer, and finish with the nut. This nut should only be tight enough to keep assembly snug.

Step #4. Raise bar arms so that frame brackets are against frame bottom. Mark through holes in the bracket for drilling. Be sure the car is resting on its springs when doing this. Drill holes with a 3/8" drill bit with the same spacing as the short legged square U-bolts.

Step #5. Place a nut on the U-bolt and insert the other end into one hole; maneuver until it reappears from the other hole. Pass it through one hole in the bracket and start another nut. Remove the first nut and replace it having put over the U-bolt the free end of the bracket. Tighten nuts to secure U-bolt plate and bracket.

Step #6. Have someone bounce the rear of the car so that you can check for clearance throughout the suspension travel distance. Tighten the nuts on the axle U-bolts to 10 ft/lbs. Check to make sure they are holding securely. Road test the vehicle to familiarize yourself to 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.

Important: All nuts in this kit are LOCK-NUTS and will have to be turned with a wrench all the way.

HARDWARE

2	RH 031 Plates	2	RH 014 End-Links
2	RH 041 Brackets	2	RH 040 Brackets
2	RH 507 Bushings	2	RH 407 U-Bolts
2	RH 402 U-Bolts	8	RH 304 Lock-Nuts
2	RH 055 Brackets	4	RH 104 Washers