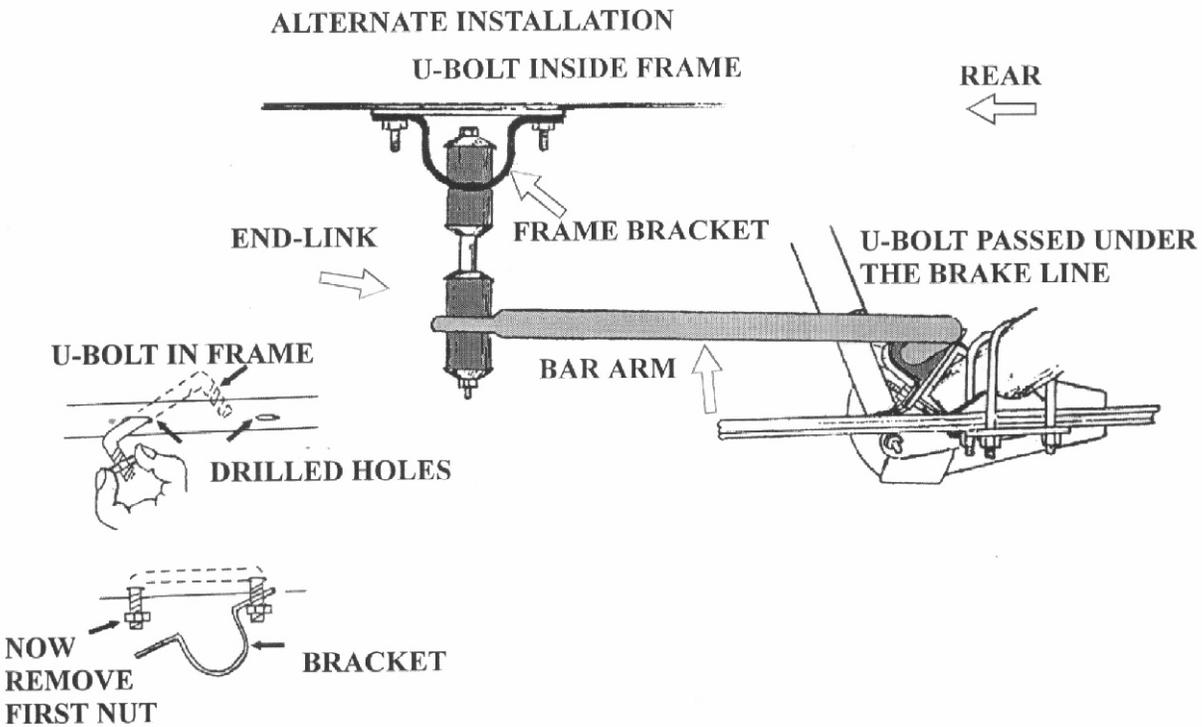
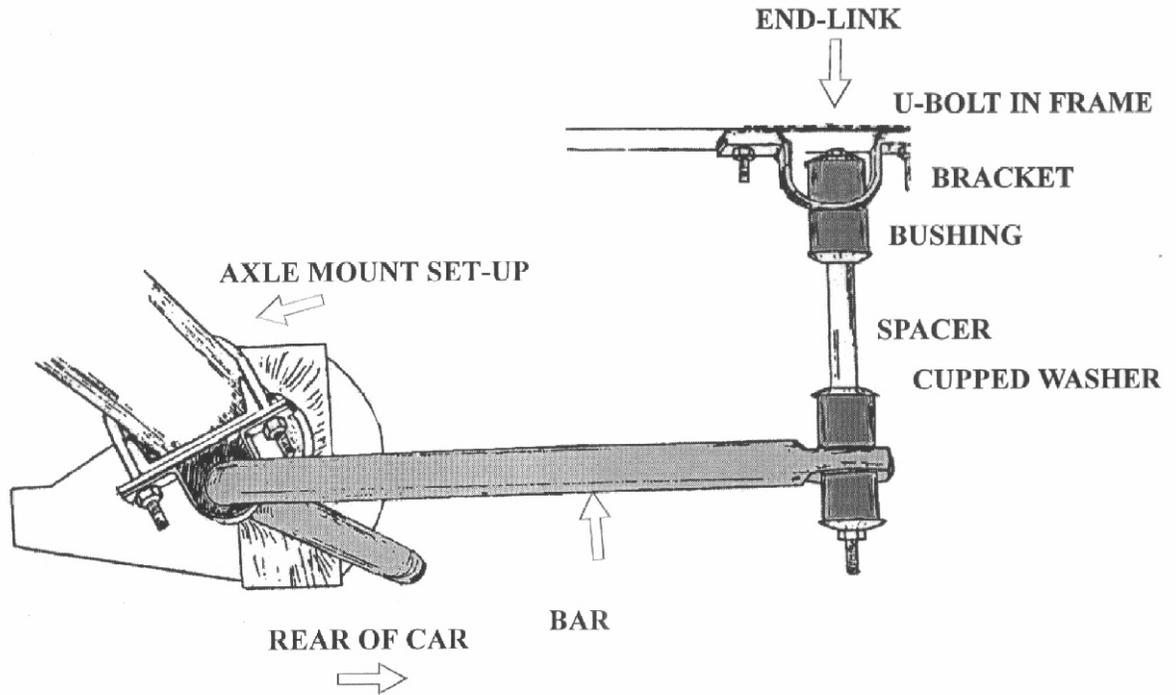


DIRECTION 271



Direction 271

- Step #1.** Hang U-bolts around axle. Raise up the slotted plates under the U-bolts so as to engage the U-bolt legs. Follow with the bar bracket that should already be around under the bar. Start the nuts. Place the D-shaped rubber bushings on the bar near the bends, flat side up. Next, slide the loosely assembled U-bolt and bracket assembly down the axle so that the bracket is around the rubber bushing. Insert the locking device from one side, legs toward axle. Center on slotted plate.
- Step #2.** Assemble end-links as illustrated. Pass the end-link center bolt through one cupped washer; through a rubber bushing; through the frame bracket (from inside it), through another bushing, another washer, tube spacer, another washer, another bushing, the bar eye, another bushing, last cupped washer and secure with lock nut. Be sure that washers have their cupped or hollow side towards the rubber bushing, and that the rubber bushings have the end with the stepped surface towards the bracket or bar eye. Tighten the lock-nuts so the assembly is securely snug but not so tight that the bushings bulge to a noticeable extent.
- Step #3.** The bar should be positioned so that the mid-section runs below and to the rear of the rear axle with the arms facing to the rear and the dip down, or on the alternate position (for vehicles with higher ride height or where clearance problems are encountered) the bar mid-section runs along the top rear of axle with the dip up. It will pass just below and to the rear of the brake junction fitting but forward of any shocks mounted to the rear of the axle.
- Step #4.** Position bar so that the forges are horizontal and the axle clamp assembly, holding the bar mid-section is tilted slightly to the rear of the axle. With the car resting naturally on its springs on level ground, the frame brackets should position themselves so as to align with the bottom of the frames. Adjust the bar position relative to the axle if needed.
- Step #5.** Mark through the frame bracket holes. Drill one hole with a 3/8" drill bit. Use the square U-bolt to get the exact spacing for the second hole and drill it.
- Step #6.** Place a lock-nut on one leg of the square U-bolt. Insert the other end in to one drilled hole. Maneuver it until it reappears through the other drilled hole. Place one end of the base plates and the frame brackets over the leg and start another lock-nut on it. Remove the first nut position free end of plate and bracket over the U-bolt leg and replace the nut.
- Step #7.** Have someone bounce the rear of the car so you can check that all parts of the bar and hardware clear throughout the suspension travel distance. If rubber stops are visible measure the maximum travel distance so you can better estimate clearances. Tighten nuts on the frame and axle if all is clear. Road test the vehicle to familiarize yourself with its new handling. As we can't supervise your installation or driving, we can't be responsible for more than the cost of the kit.

HARDWARE

2	RH 013 End-Links	8 RH 304	Lock-Nuts
2	RH 041 Brackets	2 RH 031	Plates
2	RH 402 U-Bolts	2 RH 043	Brackets
2	RH 510 Bushings	2 RH 054	Brackets
2	RH 405 U-Bolts	4 RH 104	Washers