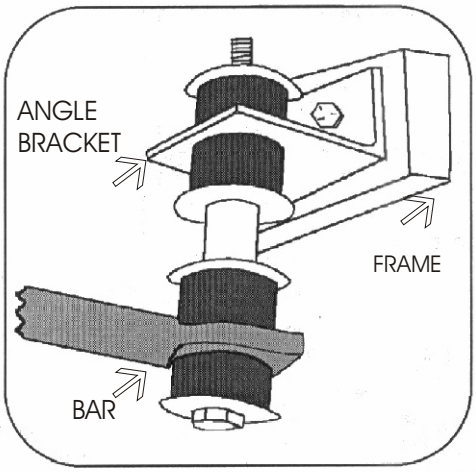
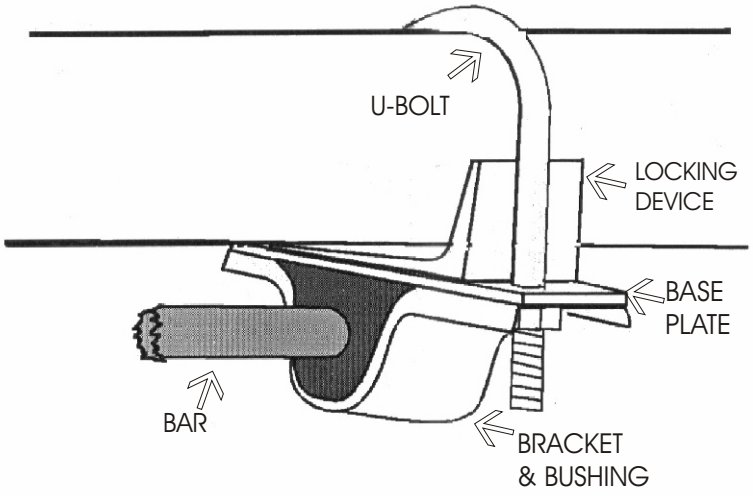
DIRECTION 277

END-LINK ASSEMBLY



AXLE MOUNT SETUP



Direction 277

Step #1. Hang U-bolt around axle, being sure that the U-bolt is between the axle and the brake line. Raise up the slotted plates under the U-bolt 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 bushings. Insert the locking device from one side, legs towards axle. Center on slotted plate. (See figure 1)

Step #2. Assemble end-link as illustrated. Pass the end-link center blot through one cupped washer; through a rubber bushing; through the frame angle bracket (vertical side up); through another bushing; another washer; the tube spacer; another washer; another bushing; the bar eye; another bushing; the last cupped washer; and secure with a lock-nut. (See figure 2)

Step #3. Pivot the bar forward around the axle until the dip in the bar center is as close to the differential as possible, while still allowing the ends of the bar arms to swing up and down throughout the suspension travel distance. (see figure 3)

Step #4. Position bar so that the arms are about horizontal. With the car resting naturally on its springs on level ground, the frame angle brackets should position themselves against the inner side of the frame structure.

Step #5. Mark through the frame angle bracket hole. Drill a hole with a 3/8" drill bit (easiest to do from outside). Disassemble the end-link, then pass the bolt through the angle bracket and through the frame and attach using the lock-nut and washer on the outside of the frame.

Step #6. Re-assemble the end-link so as to connect the bar to the angle bracket.

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 (but don't be under the car when bounced). If rubber stops are visible, measure the maximum travel distance so you can better estimate clearances. If all is clear, tighten nuts on the frame and axle.

Step #8. 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, control and stability, this kit should be used in conjunction with our front kit in either 5/8" or 3/4" diameter.

HARDWARE

2	**RH 016 End-Links**	**2**	**RH 040 Brackets**
2	**RH 031 Plates**	**2**	**RH 055 Brackets**
2	**RH 022 Angles**	**2**	**RH 510 Bushings**
2	**RH 407 U-Bolts**	**2**	**RH 221 Bolts**
2	**RH 102 Washers**	**6**	**RH 304 Lock-Nuts**