



Part #280

8-17-2005

NOTE: This bar is designed to replace your O.E. bar with no modification necessary. As you can see, the bar is similar, the only change on some bars is a modification of the contours made necessary by the increase in bar diameter. Do not tighten the lock-nuts on the end-links more than just enough to keep the assembly snug. Over tightening can cause damage to the bar eye, or can cause flex and subsequent failure of the end-link bolt and shorten the life of the bushing.

Step 1. After installation turn wheels lock to lock and check the movement of the car on the suspension and make sure that all parts of the frame, engine, A-arms, steering, brake lines, etc. cannot come in contact with the kit through-out the suspension travel distance.

Step 2. After checking the above, and that all fastenings are of suitable tightness, road test the vehicle to familiarize yourself to its new handling. It will handle flatter and steadier and will track far more steadily on the interstates. It is seriously recommended that both front and rear bars both be increased in firmness so as not to cause too much over/under steer imbalance. The only exception being some front wheel drive cars that have so much under steer that only a rear needs to be installed.

HARDWARE

2	RH 508	Bushings
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