

DIRECTIONS 317

This bar is designed to replace your current anti-sway bar with no modifications necessary. As you can see, the bar is similar, the only change on some bars is a modification on the contours, made necessary by the increase in diameter. It uses the original hardware now on the car (bushings, clamps, end-links, etc.) It may be necessary to either cut one side of the rubber sleeves that hold the original bar or to bore them out if the bar you ordered is a great deal thicker than the original. This will in no way harm the operation. If the existing end-link and/or bushings are already worn new, new sets can be obtained from your automobile dealer. On some cars, example (Camaro, Firebird), installation is greatly simplified by removing one wheel and jacking the frame of the car up so as to allow the wheel assemblies to hang.

After installation 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 bar at either end of the suspension travel. After checking the above, and that all fastenings have suitable tightness, road test the vehicle and accustom yourself to the cars new handling. It will handle flatter in the understeer unless you have already installed one of our rear kits. The addition of a rear kit, of course, would give your car even flatter cornering and near neutral steering characteristics.

As we cannot supervise your installation or driving, we cannot be responsible for more than the cost of the kit.

HARDWARE

2 RH 509 BUSHINGS