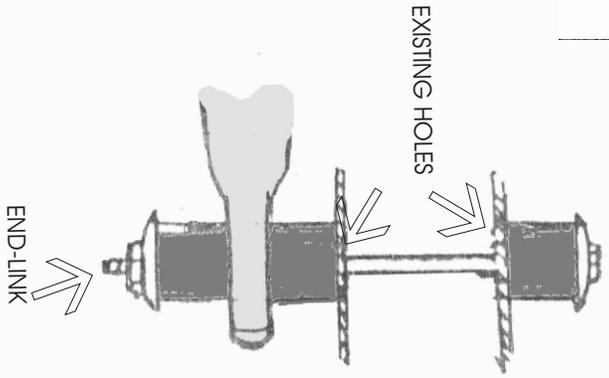
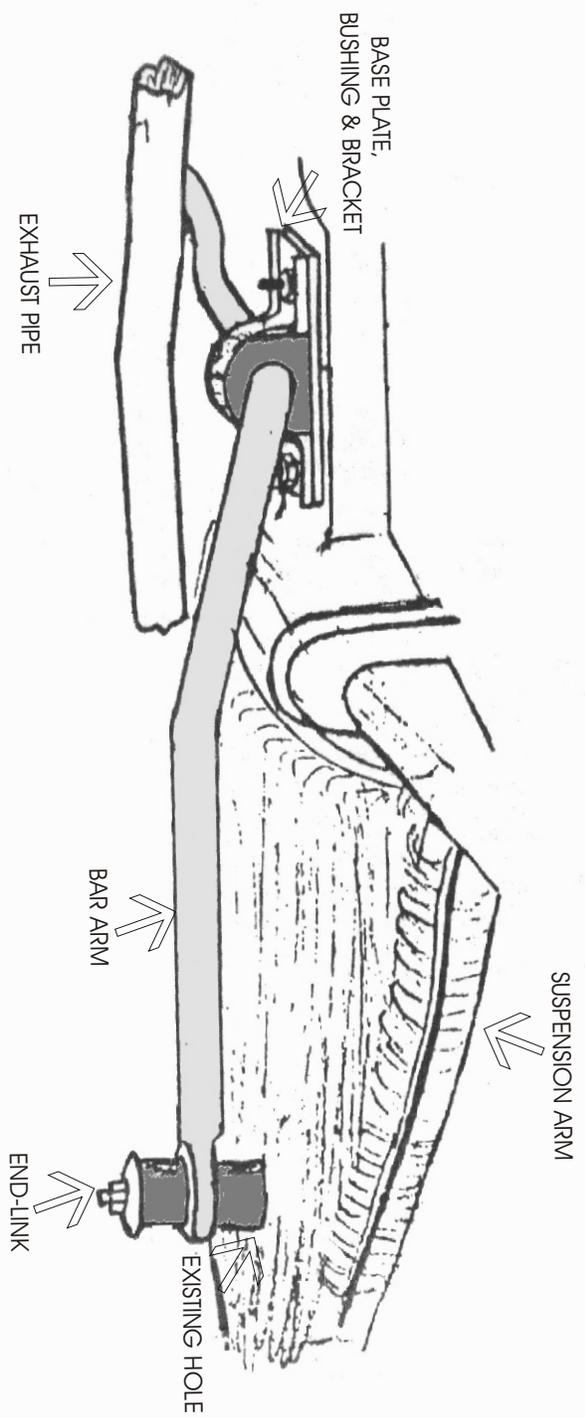
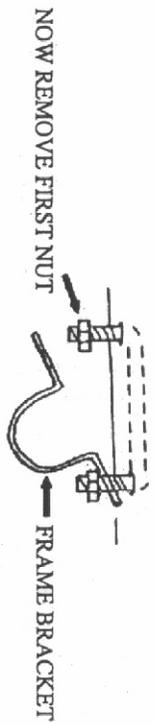
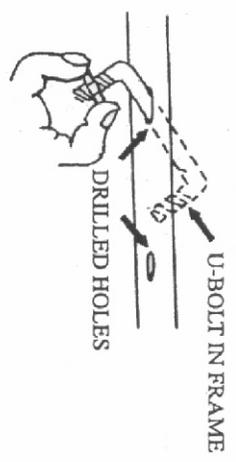


DIRECTION 323



DIRECTIONS 323

- Step #1.** Pass U-bolt through a cupped washer, around bushing and then through the outer existing hole in the top and bottom of the suspension trailing A-arm. Next place on the bolt another bushing, the bar eye and another bushing and follow with another cupped washer and the lock-nut. Tighten it only moderately so as to avoid deforming bushing. (Face the lip on the end of the bushing up, on the lower two, and the upper bushing the lip should face down). Repeat on the other side of the car.
- Step #2.** Raise bar mid-section to the frame just to the rear of the suspension pivot cross-member. With the car resting naturally on its wheels, position the brackets to cradle the bar and mark the holes. Drill with a 3/8" drill bit (you should be able to use the existing hole for the forward end of the bracket).
- Step #3.** Place a lock-nut on one end of the square U-bolt and insert it into the drilled hole and maneuver it until the other leg falls out of the other hole. Place around it one end of the base plate and bracket and start a lock-nut. Remove first lock-nut and replace it securing the free end of the assembly. Place bushing on the bar and slide it along in it the bracket and tighten the lock-nuts to 10 ft/lbs.
- Step #4.** Road test the car to accustom yourself to its new handling. As we cannot supervise your installation or your driving, we cannot be held responsible for more than the cost of the kit. **NOTE:** For best balance and control this kit should be used in conjunction with our front kit.

HARDWARE

2RH 508 Bushings	2RH 040 Brackets
2RH 402 U-Bolts	4RH 304 Lock-Nuts
2RH 031 Plates	2RH 212 Bolts
4RH 107 Washers	2RH 307 Bolts
6RH 500 Bushings	