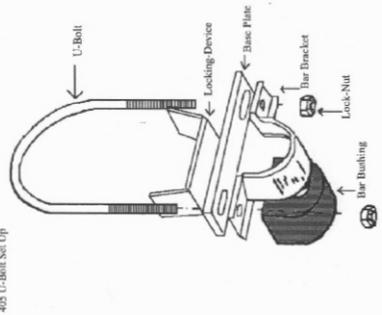
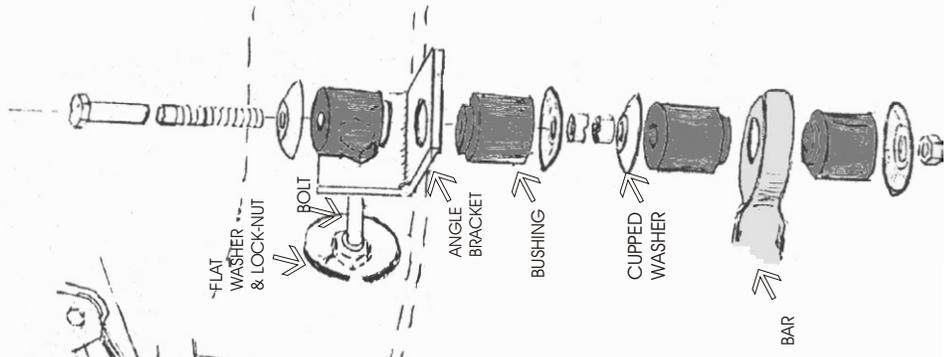
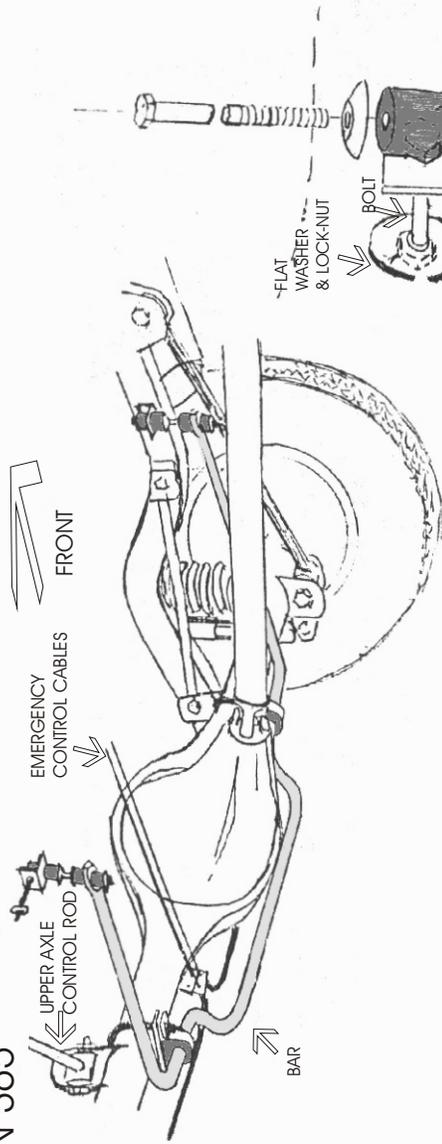


DIRECTION 365



- STEP #1.** Remove the factory bar. The factory bar, although reasonably thick, was not a firm design because it attached to the long trailing links, which caused a great deal of leverage against the torsional stiffness of the bar.
- STEP #2.** Hang the U-bolts around the axle just inboard of the upper axle control rod brackets, being sure to pass them under the brake line on the rear of the axle. Place the locking device between the legs, followed by the base plate. Place the bar bushing around the bar and position it, flat side up, under the base plates. Then engage the bar bracket holes on the U-bolt legs and start the nuts. Tighten to 20 ft./lb.
- STEP #3.** Temporarily assemble the end-links as shown so as to connect the bar eye and the angle bracket. Position the angle bracket against the inside of the frame structure and mark through the hole in the vertical side of the bracket. At this point drill through the frame with a 3/8" drill bit. (It may be easier to approximate the hole location on the outside of the frame, remove the wheel and drill through from the outside.) The vehicle should be resting on its suspension when this is done so that the end-links will be vertical during normal driving.
- STEP #4.** Using the long bolts provided, secure the angle brackets to the frame structure. The lock-nut and flat washer should go to the outside. Tighten the lock-nut enough to firmly secure the angle bracket, but do not over-tighten as this could damage the frame structure.
- STEP #5.** Re-assemble the end-links, attaching the bar eye to the angle brackets. Only tighten the lock-nut at the bottom of the end-link enough to keep the assembly snug. (If more stiffness is desired, then our urethane end-link bushings should be substituted for the rubber ones.)
- STEP #6.** Road test your vehicle 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 balanced cornering and flattest handling, this kit should be used in conjunction with our front bar kit #868.

HARDWARE:

2 RH 509 Bushings	2 RH 043 Brackets
2 RH 031 Plates	2 RH 054 Locking Devices
2 RH 405 U-Bolts	2 RH 205 Bolts
6 RH 304 Lock-Nuts	2 RH 022 Angle Brackets
2 RH 102 Flat Washers	2 RH 015 End-Links