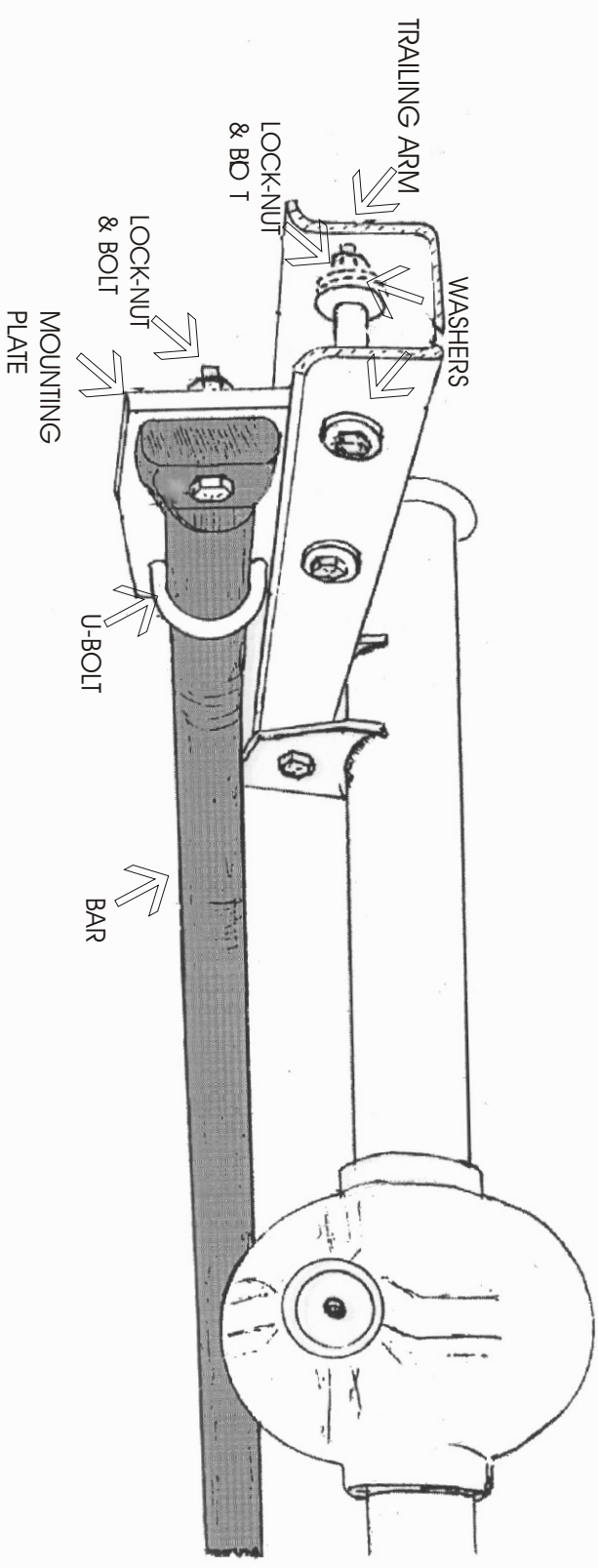


# DIRECTION 380



**DIRECTIONS 380**

- STEP #1.** Remove the original bar if your car has one.
- STEP #2.** Bolt the mounting plates to the bar first, using the bolts and the U-bolts provided.
- STEP #3.** Position the bar under the car, arms forward with the upper holes of the plate aligning with the trailing arms. Rest one end of the bar on blocks to keep it in the approximate correct location. Raise the other end into position so the mounting plate is inside the trailing strut and against the inboard side. Mark the strut for drilling through the plate holes (GM supplied four different arrangement of holes in the struts, and many of the struts had no holes.) If one or more of the holes align with the plate hole, they may be used. Drill the holes with a 3/8" drill bit.
- STEP #4.** Pass the long bolts from the inboard side through a washer, the existing hole in the trailing strut, through the hole in the mounting plate, through the spacer and the outboard existing hole. Secure with another washer and lock-nut. Repeat this on the other side.
- STEP #5.** Tighten the U-bolt nuts to 20 ft/lb. Tighten the other lock-nuts to 30 ft/lb.
- STEP #6.** Road test the vehicle to familiarize yourself with 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.

**HARDWARE**

2 RH 611 Plates	2 RH 400 U-Bolts
2 RH 213 Bolts	4 RH 207 Bolts
8 RH 104 Washers	4 RH 067B Tube Spacers
10 RH 304 Lock-Nuts	