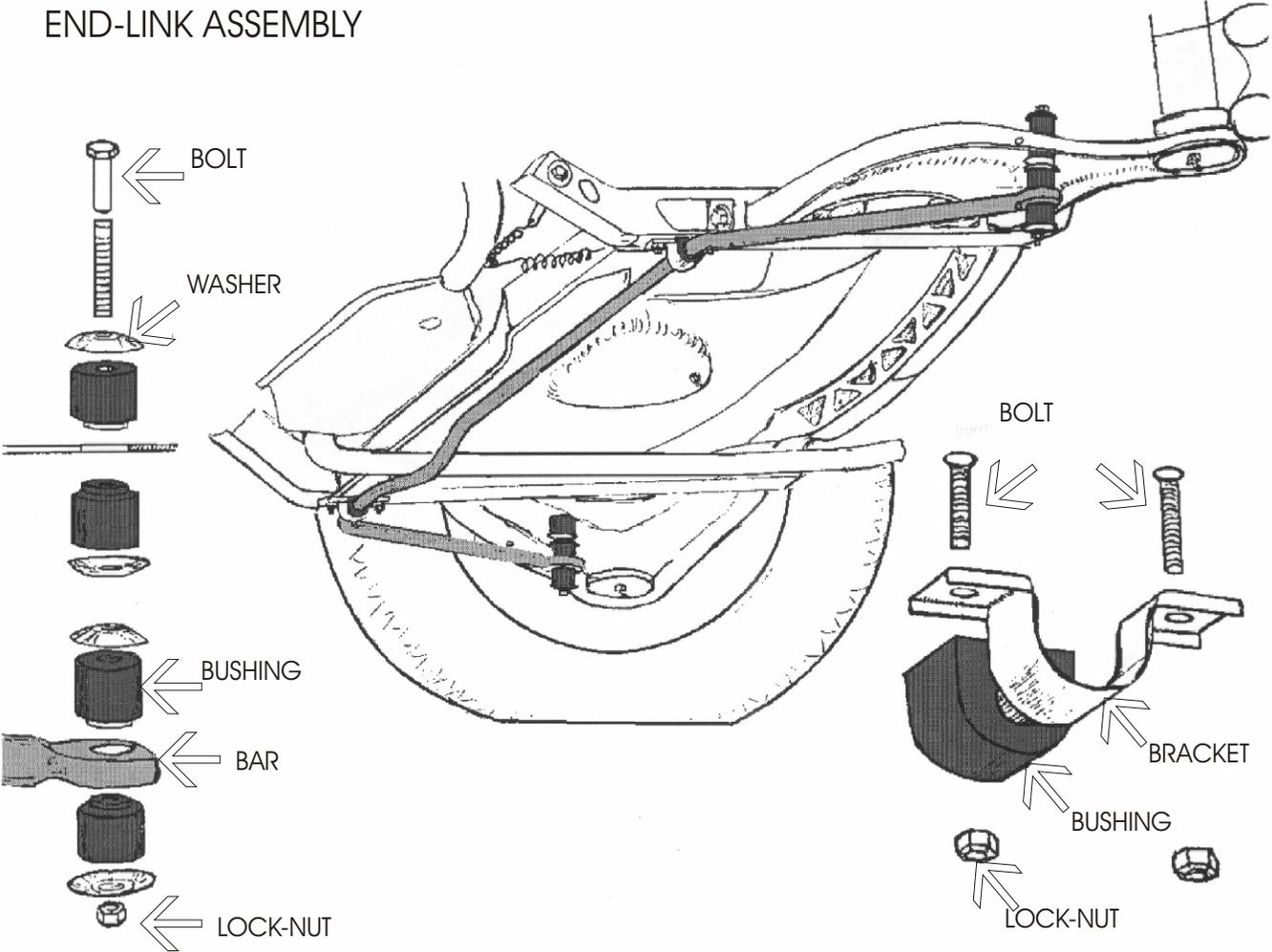


# DIRECTION 385

FRONT

## END-LINK ASSEMBLY



**DIRECTIONS 385**

**TR-7 AND TR-8**

**THIS ANTI-SWAY BAR IS DESIGNED TO TAKE THE PLACE OF THE OEM BAR ALREADY ON THE CAR, IF IT WAS SO EQUIPPED. IT ATTACHES TO THE TRAILING STRUT IN A DIFFERENT MANNER USING A U-BOLT SO AS TO ELIMINATE THE FATIGUE PANT OF THE SECOND HOLE.**

- STEP #1.** Remove the original bar if the car had one. Run the provided bolts through the eye of the bar and into the forward half in the trailing strut. It should then pass through the tube spacer and then the hole on the opposite side of the strut.
- STEP #2.** Raise the bar mid-section until the arm is parallel to the strut (it will then cover the existing rear hole.) Using the U-bolts to locate the correct position, mark the trailing strut near the bend in the bar. Drill the strut with a 3/8" drill bit.
- STEP #3.** Pass the U-bolt around the bar and through the drilled holes. Place the slotted plate on the inside of the strut engaging the U-bolt legs. Follow with washers and lock-nuts.
- STEP #4.** Tighten all of the lock-nuts to 20 ft/lb. Bounce the rear of the car to check for full clearance throughout the suspension travel distance.
- STEP #5.** Test-drive the car to familiarize yourself with its new handling. As we cannot supervise your installation, or your driving, we cannot be responsible for more than the cost of the kit.

**NOTE:** For best balance and flattest cornering, this bar should be used in conjunction with our front bar kit #190.

**HARDWARE**

2 RH 400	U-Bolts
2 RH 059	Plates
6 RH 304	Lock-Nuts
6 RH 104	Washers
2 RH 066	Spacer Tubes