

Directions #502

Note: Due to the difficulty of removing the original bar and the light duty fittings it uses, this bar does not replace it but is in addition to it.

Step #1. Position the bar under the front of the car so that the eyes on the bar ends lie below the strut rods. It makes assembly easier if the center portion is tied up in approximate position with a piece of string.

Step #2. Assemble the base plate, strut bracket and strut bushing loosely around the struts, with the lower bolt passing through the bar eye. Adjust the position of the bar front-to-rear if needed.

Step #3. Fit the "D" bushing around the bar and support it with the bar bracket. It should locate so that you can use one of the existing holes in the frame bottom. Mark the other hole using the bracket as a template.

Step #4. Place a lock-nut on one leg of the square U-bolt and insert the other end into one hole in the bracket; then into the frame. Maneuver it until the U-bolt leg reappears from the other hole. Place a lock-nut on this leg and tighten the lock nuts to 15 ft./lbs. Tighten the nuts on the strut bracket to 20 ft. lbs.

Step #5. Road test the car so as to accustom yourself to its new handling. This kit should be used in conjunction with our rear bar #408 or 409 for best cornering balance and stability. As we cannot supervise your installation (or driving!), we cannot be responsible for more than the cost of the kit.

HARDWARE:

2 RH 053 Brackets
2 RH 509 Bushings
2 RH 507 Bushings
2 RH 031 Plates
2 RH 402 U-Bolts
2 RH 040 Brackets
2 RH 214 Bolts
8 RH 304 Nuts
2 RH 213 Bolts