Direction #558

With the vehicle sitting normally on its wheels:

Step #1 **Unscrew the nuts that hold on the U-bracket on the A-arms. Next unscrew the nuts that hold the mid-section U-bracket; lower down the bar and discard. Leave the frame stand-offs in place.**

Step #2 **Snap the urethane "D" bushing onto the bar mid section near the bends, flat side up. Note: Be sure you have the bar right side up. To check this make sure that the surface of the flat forged eye slopes out and down to the side so as to align with the top surface of the A-arm and resting on it.**

Step #3 **Place the steel bushing bracket around the bushing, then raise the assembly near the stand-off. Position a slotted plate on top of the bushing and place another on top of the stand off. Pass the supplied U-bolt up from below so as to engage the slots in the bushing bracket, the lower slotted plate, the holes in the stand-off and then the upper slotted plate. Put on the washer as shown and start the lock-nuts. Repeat on other side.**

Step #4 **Enlarge to 5/8" the outer hole that formerly held the outer end of the original U-bracket on the A-arm.**

Step #5 **Assemble the urethane end-link as illustrated so as to attach the bar eye to the enlarged hole in the A-arm. Tighten the lock-nut only moderately so as to keep the assembly snug.**

Step #6 **Tighten the lock nuts on the U-bolt that protrudes above the standoff to 20 ft pounds.**

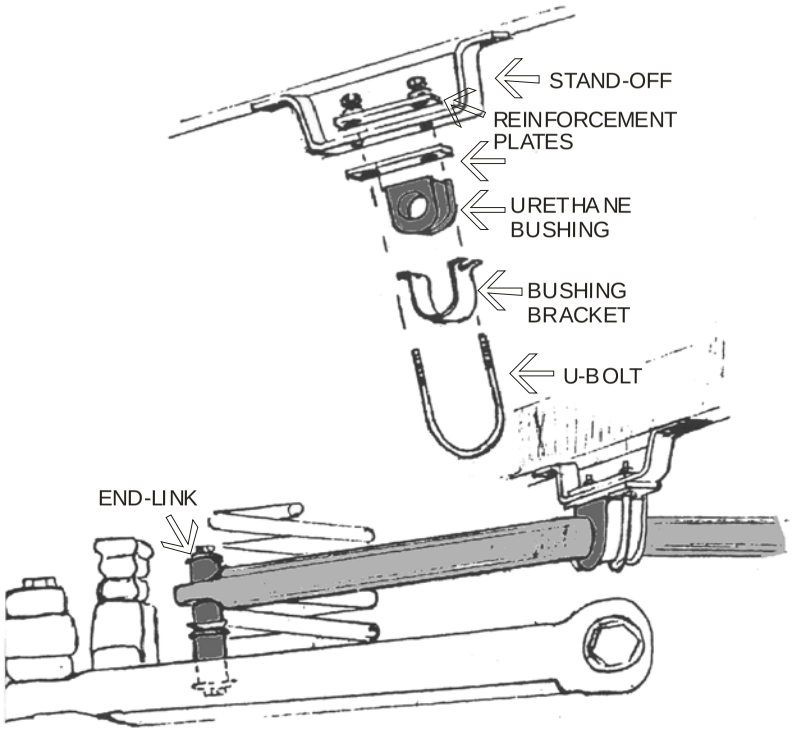
Step #7 **Turn from lock to lock and check for complete clearance suspension were fully depressed.**

As we cannot over see your installation (or driving!) we can not be responsible for more than the cost of the kit. Take the vehicle for a test drive to fully accustom yourself to its new responsiveness and security. You can now enjoy new handling and stability for your motor home.

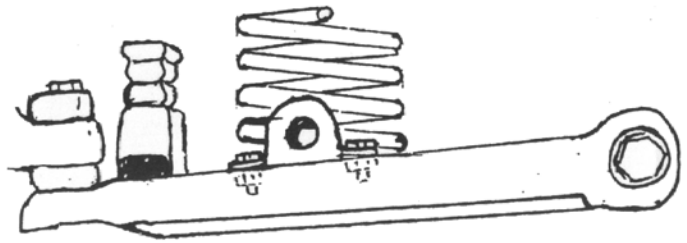
HARDWARE LIST

2 UB 618	**BUSHINGS**
2 RH 046B	**BRACKETS**
2 RH 405	**U-BOLTS**
4 RH 031	**PLATES**
4 RH 304	**LOCK-NUTS**
2 RH 013U	**END-LINKS**
4 RH 102	**WASHERS**

DIRECTION 558



ADDCO ATTACHMENT



ORIGINAL ATTACHMENT

Please Note:

This ADDCO anti-sway bar is not only thicker (it delivers 4 times the firmness of a 1 1/8th bar) but it is also more effective due to its design. The effort center is 11 inches away from the A-arm's chassis pivot instead of 9 inches in the GM design, thus increasing its effectiveness an additional 19%.

Furthermore, and more importantly, the OEM design and other after market designs that attach as does the GM bar, can not be used with urethane bushings without a great deal of added stress being exerted on the A-Arm bushings and the bar bracket mount on the A-arm. This is because as the A-arms rise and fall the bar arm pries up and down in the hard bushing forcing the A-arm to twist with it. Also, as the two A-arms fall the mount pivots approach each other as the arms arc downward. A 1 ½" bar captured in the hard bushings will therefore force the A-arms apart wrenching at their chassis pivot bushings. Obviously this will lead to alignment problems and the need to replace A-arm bushings.

On the other hand, ADDCO's design uses a vertical end-link that allows the bar and the A-arms to move in their divergent arcs without wrenching the A-arm in the Chassis pivot bushings.

Enjoy the greatly improved stability and control of a heavy anti-sway bar without the worry and expense of a shortened life for your alignment a A-arms bushings. Four additional reinforcement plates for the frame stand off are enclosed. You will find them in no other heavy duty anti-sway bar kit!