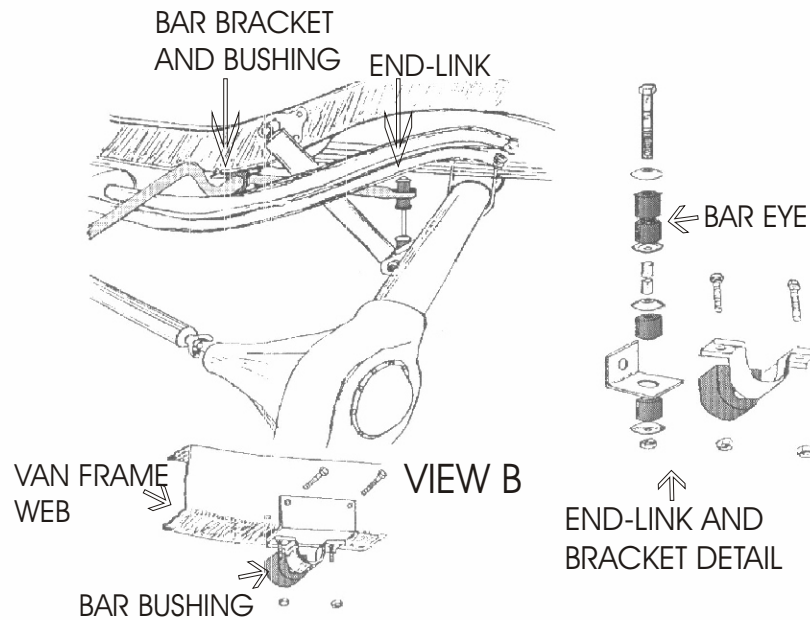


DIRECTION 694



NOTE: THE BAR BRACKET MAY BE ATTACHED TO THE BOTTOM OF THE FRAME FLAT IN THE OVER VIEW "A". ILLUSTRATION "B" SHOWS THE METHOD BY THE FORD MOTOR CO. WHEREIN THE BAR IS ATTACHED TO THE ANGLE MOUNT, AND THEN THE MOUNT IS ATTACHED TO THE VERTICAL WEB OF THE FRAME CHANNEL. IT MAY BE EASIER, ALSO TO DRILL HORIZONALLY THAN VERTICALLY. IN THE INSTANCE THE BAR BRACKET MUST BE SECURELY BOLTED TO THE ANGLE MOUNT BEFORE THE MOUNT IS LOCATED ON THE FRAME WEB.

DIRECTION #694

NOTE: Some of the Ford 92 models use a short bolt at the bottom of the shock with no lock-nut or even lock washers. Thus we are enclosing a longer bolt and lock-nut. Use this in place of the original lower shock bolt if the van you are working with has a short bolt.

STEP #1. Remove the lower stud bolt from the shock absorbers, pass it through the hole in the smaller leg of the angle brackets supplied, and replace it. Position the angle so the horizontal leg is below the shock stud, and so the angle bracket is on the outboard side of the shock bracket.

STEP #2. Put the bar in position. It locates to the front of the rear axle, arms to the rear with the dip passing under the tail pipe and over the drive shaft.

STEP #3. Assemble the end-links as shown to connect the bar eye and the hole in the angle bracket. The cupped washers go at the top and bottom of the assembly and next to the tube center spacer. Tighten the nut at the bottom of the assembly only enough to keep the assembly snug, but just tight enough to slightly bulge the bushings.

STEP #4. Place the mid-section bushings near the bends of the bar, and raise the mid-section to the frame. Place the frame brackets around the bushings and mark the frame bottom for drilling. Make sure that the bar assembly is positioned far enough forward that the bar eye will not contact the axle when the frames move down under load, an 1/2" horizontal clearance should do.

STEP #5. Use the bracket as a template when drilling to get the correct hole spacing. Use a 3/8" or larger drill bit. When drilling, use the bolts provided to bolt the frame bracket and frame together securely. See the alternate mounting bracket note on the reverse side.

STEP #6. Bounce the van to check for clearance of the bar throughout the suspension travel distance. Road test the vehicle and accustom yourself to the van's new handling. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit. Note: for best stability and balance this kit should be used in conjunction with our front kit #188, or our #795 or for those vans with the original light duty 1" front bar.

HARDWARE

2 RH 016	End-links	2 RH 040	Brackets
2 RH 022C	Angles	2 RH 511	Bushings
8 RH 214	Bolts	8 RH 304	Lock-nuts
2 RH 246	Brackets	2 RH 237	Bolts
2 RH 308	Lock-nuts		