



Part #724

8-23-2005

- Step 1.** Pass the bar under the truck between the springs and the frame to rear of the wheels with the arms facing forward, the large center curve down under the flywheel housing. On V-8 models, this is most easily done by passing the bar back from in front on the passenger side. The bar should cross under the frames about two inches to the rear of the rear-most spring snubbers. (See illustration)
- Step 2.** Remove the outer rear nut from the spring U-bolt perches. Place the angle bracket about the U-bolt leg and replace the nut securely. **NOTE:** As the passenger side perch is a little higher than the driver's side, use the square spacer washers to space the angle bracket down to the same height as the driver's side.
- Step 3.** Assemble the end-links as illustrated, to connect the rear hole of the angle bracket to the bar eye. Turn the wheels all the way to the right to be sure that the left steering arm clears the end-link assembly. (Adjust the bar at the rear if it does not clear.)
- Step 4.** Place the mid-section bushings on the bar, flat side up, and raise the bar mid-section to the bottom of the frame. Place the bar bracket around the bushing and mark the frame through its holes for drilling. Re-check the bar position to be sure it is clearing the left steering arm. The truck must be resting on its springs when checking this.
- Step 5.** Using 3/8" drill bit, drill the frame bottom where marked. Using an extra long bit (good hardware stores have 10 or 17 inch bits) will enable you to tilt the drill only slightly to avoid the spring. Letting the axle hang while drilling will give more room under the frame.
- Step 6.** Secure the bar, bushing and brackets with the bolts and the two lock-nuts provided.
- Step 7.** Check all fastenings for suitable tightness. Check that the bar arm is near horizontal when checking steering arm clearance. Bounce the vehicle to make sure that all parts will clear throughout the suspension travel distance. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit.
- Note:** For best handling, stability and balance, this kit should be used in conjunction with our rear kit #341.

Hardware

2 RH 017 End-Links

2 RH 040 Brackets

4 RH 304 Lock-Nuts

4 RH 214 Bolts

2 RH 035 Angles

2 RH 511 Bushings

4 RH 111 Washers

