

DIRECTIONS 773

- STEP #1.** **Attach the angle bracket (long side) to the inboard hole in front lip of the k-member. Note: if the car already has a bar on it remove the original bracket from the lip. Be sure that the angle bracket is pivoted so that the vertical side is aligned straight across the car as illustrated.**
- STEP #2.** **Place the bar bushing around the bar mid-section; place the flat plate to the rear and place the bar bracket around the bar and bushing. Attach the bracket and plate's slower hole to the hole in the angle bracket with a 3/8" bolt and lock-nut. Bolt together the top of the bracket and plate with another bolt and lock-nut.**
- STEP #3.** **If the car had an original bar you may raise the bar eye above the end-link bracket that is welded to the suspension arm, and connect the bar eye using the end-link provided. The center tube spacer may be eliminated and a shorter bolt used if this improves the alignment of the end-link. If your car had no original bar remove the lower shock bolt and pass it through the angle bracket and replace it. Position angle bracket as illustrated (horizontal side below the vertical side). Assemble the end-link so as to attach the bar eye below the angle bracket as shown.**
- STEP #4.** **Check all fastenings for suitable tightness. The end-link should only be tight enough to keep the assembly snug. The other nuts should be tightened to 25lbs./ft. Road test the car to familiarize yourself to its new handling. For best balance and control, this kit should be used in conjunction with our rear bar #919. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit.**

HARDWARE

2 RH 013 End-Links	2 RH 040 Brackets
2 RH 511 Bushings	2 RH 031 Plates
2 RH 021 Angle Brackets	6 RH 304 Lock-Nuts
6 RH 214 Bolts	2 RH 020 Angle Brackets