



Part #997

8-27-2005

- Step 1.** Hang U-bolts around axle. Raise up the slotted plates under the U-bolt so as to engage the U-bolt legs. Follow with the bar bracket that should already be around under the bar. Start the nuts. Place the D-shaped rubber bushings on the bar near the bends flat side up. Next slide the loosely assembly U-bolt and bracket assembly down the axle so that the bracket is around the rubber bushing. Insert the locking device from one side, leg towards axle. Center on slotted plate.
- Step 2.** Assemble end-link as illustrated. Pass the end-link center bolt through one cupped washer; through a rubber bushing; through the frame bracket from inside it, through another bushing, another washer, the tube spacer, another washer, another bushing, the bar eye, another bushing, the last cupped washer, and secure with lock-nut. Be sure that washers have their cupped or hollow side towards the rubber bushing, and that the rubber bushing, and that the rubber bushings have the end with the stepped surface towards the bracket or bar eye. Tighten the lock-nut so the assembly is securely snug but not so tight that the bushings bulge to noticeable extent.
- Step 3.** The bar should be positioned so that the mid-section runs under the rear axle with the arms facing forward, and the dip down and to the rear.
- Step 4.** Position bar so that the forges are horizontal and the axle clamp assembly holding the bar mid-section below the axle. With the car resting naturally on its springs on level ground, the frame brackets should position themselves so as to align with the frame bottom. Adjust the bar position relative to the axle if needed.
- Step 5.** Mark through the frame bracket holes. Drill one hole with a 3/8" drill bit. Use the square U-bolt to get the exact spacing for the second hole and drill it.
- Step 6.** Place a lock-nut on one leg of the square U-bolt. Insert the other end into one drilled hole. Maneuver if until it reappears through the other drilled hole. Place one end of the base plate and the frame bracket over the leg and start another lock-nut on it. Remove the first nut, position free end of plate and bracket over the U-bolt leg and replace the nut.
- Step 7.** Have someone bounce the rear of the car so you can check that all parts of the bar and hardware clear throughout the suspension travel distance (but don't be under the car when it is bounced). If rubber stops are visible measure the maximum travel distance so you can better estimate clearance. If all is clear, tighten nuts on the frame and axle.
- Step 8.** Road test the car to familiarize yourself with its new handling. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit. For best balance, control and stability, this kit should be used in conjunction with our front kit in either 7/8" or 1" diameter.

**Hardware**

2 RH 014 End-Links	4 RH 104 Washers	2 RH 507 Bushings
8 RH 304 Lock-Nuts	2 RH 043 Brackets	2 RH 402 U-Bolts
RH 041 Brackets	2 RH 405 U-Bolts	2 RH 031 Base Plates
2 RH 054 Locking Devices		

# DIRECTION 997

