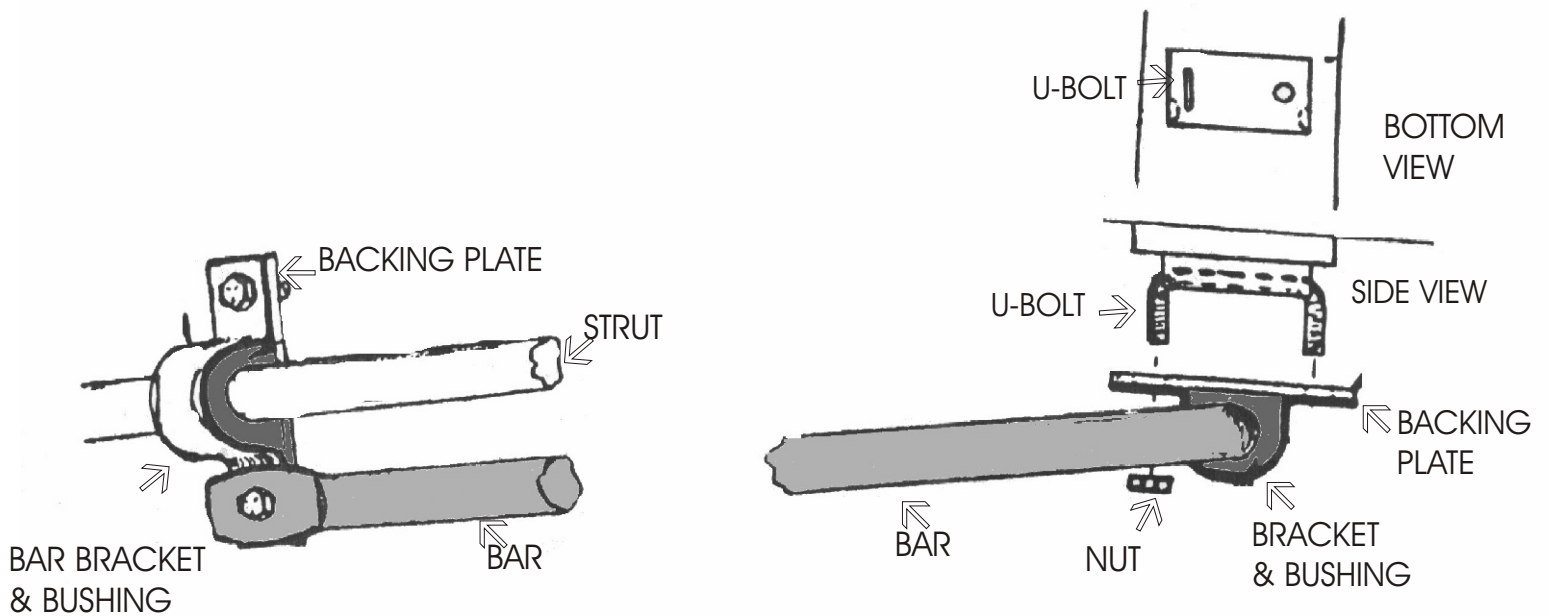


DIRECTION 163



Direction #163

Step #1. Remove factory sway bar and brackets.

Step #2. The existing frame bracket bases welded onto the frame structure must be slightly notched. See illustration. This should be on the inboard side of the bracket. A small round file held at 45 degree will enable you to make the needed 1/8" deep notches that will not only allow the U-bolt supplied to be slipped through and then rotated so the legs are straight down, but the notches will also serve to keep the U-bolt in place even if not fully tightened. Position U-bolts through brackets.

Step #2. Position the bar bushing with the larger holes on the bar near the bends. Place backing plate on the legs of the U-bolt; follow with the flat side of the bar bushing on the plate center; then follow with the bar bracket as shown. Secure with the nuts provided.

Step #4. Place the rubber bushing with the smaller holes on the struts toward the rear, with the flat side inboard. With the backing plate on the flat side, place bar bracket on the bushing and secure at the top with a bolt and nut. On the bottom, run the bolt through the bar eye, then through the bracket and backing plate, as illustrated. Adjust the assembly so it is square to the strut and tighten nuts securely.

Step #5. The kit is now installed. Check all fastenings for tightness. Have someone bounce the car so you can check for clearance of all equipment through the suspension travel distance. Road test the car and accustom yourself to its 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 results with most balance cornering characteristics, this kit should be used in conjunction with our rear bar.

HARDWARE

2 RH 507	Bushings	2 RH 214	Bolts
8 RH 304	Lock-Nuts	2 RH 402	U-Bolts
2 RH 510	Bushings	4 RH 031	Plates
2 RH 053	Brackets	2 RH 040	Brackets
4 RH 104	Washers	2 RH 213	Bolts