

## Direction #206

- Step #1. This kit is complete a kit and has its own attaching hardware, if it is to be used to replace a light duty O.E. bar, then the original bar must be removed as this kit locates in the same place. The original attachments on the frame cannot be used because they are too small for the larger diameter.
- Step #2. Place the bar bushing on the bar near the bends of the bar. Place the flat base plate on the flat side of the bushing and fit the bar bracket over the bushing. With the plate to the front of the bar (away from arms), secure the bottom holes of the bracket and base plate with the 5/16 bolt and nut provided.
- Step #3. Raise the bar assembly into position under the car with the arms to the rear and the eyes under the existing holes in the web of the suspension arm. The mid-section of the bar is just to the rear of the frame cross-member. Align the top hole in the bar bracket assembly with the existing hole in the rear face of the cross-member. Secure the assembly to the cross-member using the metric screws provided.
- Step #4. Assemble the end-links in the correct order so that they connect the bar eye with the existing hole in the suspension member web. If no O.E. bar was on the car, these holes may be still plugged with rubber stoppers. Tighten the nuts on the bottom of the end-links just enough to keep assembly snug.
- Step #5. Check all nuts and bolts for suitable tightness. Bounce the car to check for clearance of all parts throughout the suspension travel distance. Road test the vehicle to familiarize 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.

## HARDWARE

HAN	DWAKE		
2	RH 211Bolts	2	RH 304Lock-Nuts
2	RH 031Plates	2	RH 040Brackets
6	RH 104Washers	2	RH 510Bushings
2.	RH 014End-Links	2.	RH 214Rolts