

LAKWOOD

"NO-HOP" TRACTION BARS

#21609/21610

INSTALLATION INSTRUCTIONS

21609

21610

#21609 – Fits 1964–72 Chevelle, Cutlass, 442, Grand Prix, GTO, LeMans, Malibu, Monte Carlo, Skylark

#21610 – Fits 1978–87 Chevelle, Cutlass, 442, Grand National, Grand Prix, LeMans, Malibu, Monte Carlo, Regal

Congratulations! You have just purchased one of the most innovative traction bars on the market today. Whether it be strictly street or professional competition, Lakewood Industries has the proven engineering it takes for all racing applications.

Why are these No-Hop bars so effective?

These No-Hop Traction Bars change the angle of the factory four link suspension in such a way that the line of intersection between the rear tire contact point and the four link intersection is above the vehicle center of gravity. What this change does for your vehicle under hard acceleration is force the rear tires to the ground which in turn will stop wheel hop, improve traction, and increase acceleration.

(Insert Illustration "A".)

WORK SAFELY!

Installation of traction bars requires working underneath vehicle. **USE EXTREME CARE AND CAUTION WHEN WORKING UNDERNEATH VEHICLE.** We recommend installing one side at a time. Never get near or under vehicle until you are confident that it is safely supported and will not move or fall from its raised position. **DO NOT USE A BUMPER JACK.**

1. Place vehicle on solid level surface such as a garage floor to insure safe installation.
2. Place wheel blocks or wedges in front and behind both front wheels to prevent movement in either direction.
3. Carefully place floor jack under rear differential housing. Be careful not to damage seal or companion flange shield with jack.
4. Raise rear of vehicle with floor jack and place automotive approved support stands under frame in front of rear wheels.
5. Lower floor jack until frame rests securely on support stands, then continue to lower jack until shocks are near full extension.
- 5A. Lower floor jack until frame rests securely on support stands and remove rear tires and shocks. Slowly continue to lower axle until the rear springs are loose on the perches, being careful not to stretch the brake hose between the frame and axle, remove springs from the car. Loosen brake line bracket if possible.

CAUTION: DO NOT BEGIN THIS INSTALLATION UNTIL YOU ARE CONFIDENT THAT VEHICLE IS SECURE AND SAFELY SUPPORTED.

DROP SHOCKS

6. Begin working on right side by loosening upper control arm bolt at front mount near frame (do not remove). Remove upper control arm rear bolt, then pivot control arm upward to allow more area for work.

NOTE: On some axles, the webbing could interfere with the No-Hop Bar, modification of bar or axle may be necessary.

7. Remove control arm rubber bushing from differential housing. Install the No-Hop Bar marked "R" to differential housing and attach with supplied bolt, nut, lock washer and square plate as shown. Secure only hand tight.

Bar marked "R" is for right side

Bar marked "L" is for left side

Bar marked "R" is for the passenger side

Bar marked "L" is for the driver side

8. Use lower hole on No-Hop Bar as a guide to mark housing. Center punch and drill 5/16" hole in housing web for mounting bolt but do not attach at this time (SEE DRAWING).

9. Repeat steps #6, #7, and #8 for left side.

NOTE: On 1978-up vehicle left side rear brake line junction fitting may interfere with installation. If this situation exists on your vehicle, remove junction fitting from housing mount and attach to mounting hole on No-Hop Bar when installation is complete. Be careful not to damage brake line or fitting.

10. Apply a thin coating of wheel bearing grease or equivalent to O.D. of supplied sleeve and place into upper mounting hole in No-Hop Bar. Attach upper mounts on No-Hop bars to upper control arm and secure only hand tight with original bolt and nut. Align lower mounting hole in No-Hop Bar with hole in housing (pre-drilled in step #8) and secure with supplied bolt and nut.

11. Once all bolts are in place, tighten all upper control arm bolts 35-40 ft. lbs. (remember to tighten upper control arm FRONT bolts loosened in step #6). Tighten center bolt 100-110 ft. lbs. and lower mounting bolt 35-40 ft. lbs. Secure rear brake line junction fitting to left side No-Hop Bar at this time if previously removed.

- 11A. Once all bolts are in place, tighten all upper control arm bolts 35-40 ft. lbs (remember to tighten upper control arm FRONT bolts loosened in step #6). Tighten center bolt 100-110 ft. lbs. and lower mounting bolt 20-25 ft. lbs. Secure rear brake line junction fitting to left side No-Hop Bar at this time if previously removed.

12. Remove vehicle from support stands and lower to ground to complete installation.

- 12A. Reinstall and tighten springs, shocks and tires. Remove vehicle from support stands and lower to ground to complete installation.

IMPORTANT: Inspect all mounting bolts at least once every 30 days to insure they remain secure and tight.

TECHNICAL SERVICE

A highly trained Technical Service Department is maintained by Lakewood Industries to answer your technical questions, provide additional product information and offer various recommendations. See your local retailer of Lakewood products for specific prices.

All Technical Service calls, written correspondence, and warranty questions should be directed to the following address:

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