



Direction 396 1970-1972 Ford F-100, F-150 4WD (Except Ranger)

Note: On some trucks with heavy springs or a lift kit, the length of the end-link may need to be adjusted to allow the bar arms to be near the horizontal position.

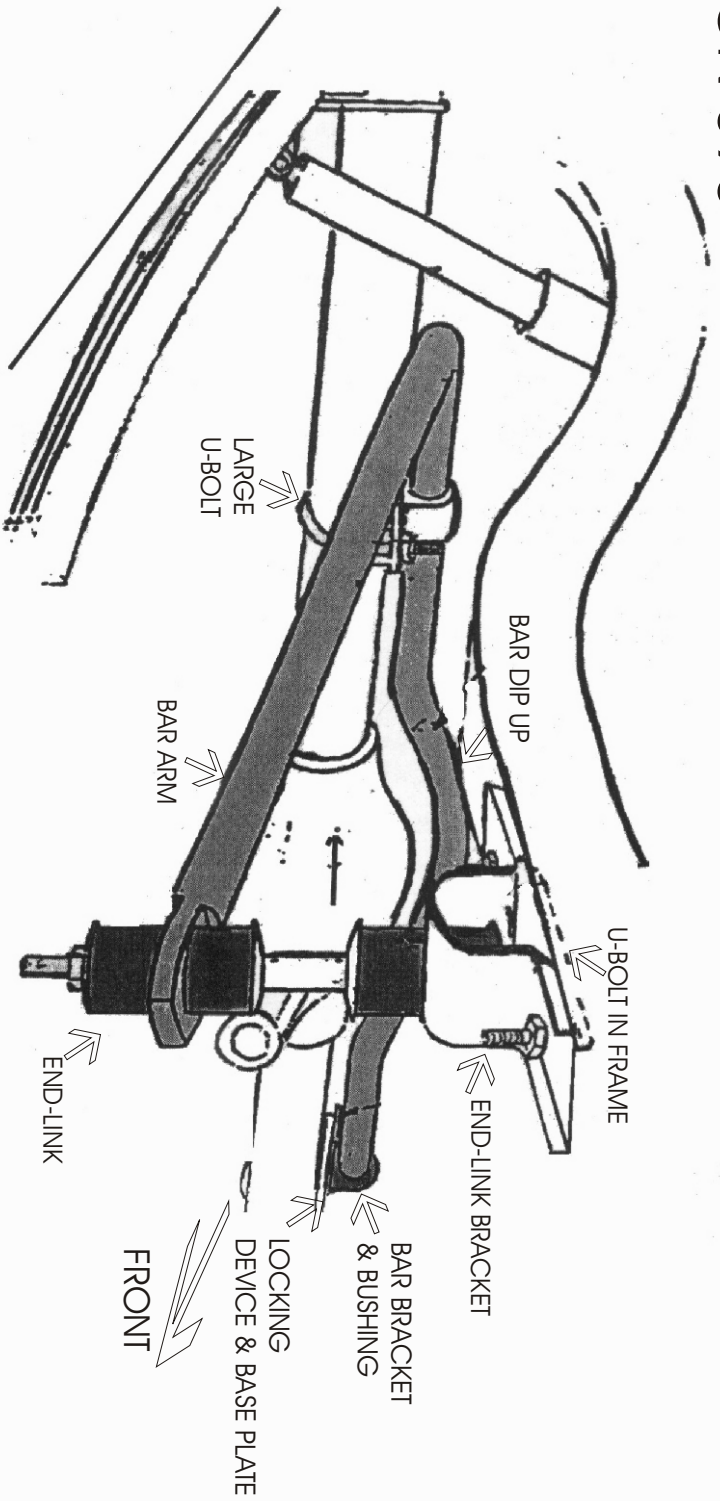
- Step #1** Install the mid-section bushings on the bar near the arm bends. Position the bar under the truck with the dip above the differential and the arms pointing forward as shown.
- Step #2** Attach the bar to the axle using the U-bolt, locking device, spacer and D-bushing bracket. Install the U-bolt around the axle tube from the bottom with the threads pointing up as shown. Make sure that the brake line has enough clearance so that it is not damaged by the axle attachment parts.
- Step #3** Install the locking device from the top, legs toward the axle and between the legs of the U-bolt as shown. Install the spacer plate from the top so that the legs of the U-bolt engage in the holes of the spacer.
- Step #4** Adjust the mid-section bushings so that the flat side sits on the spacer plate. The bushings should be as far apart from another as possible, yet still remain on the center section. Place the brackets on the bushing and engage the holes in the brackets with the U-bolt legs. Loosely secure the axle attachment assemblies with the nuts provided as shown.
- Step #5** Assemble the end-links to connect the bar eyes to the frame brackets as shown. The frame brackets should be above the bar eyes. Tighten the end-link nuts so that the rubber bushings slightly bulge.
- Step #6** Adjust the bar position on the axle so that the bar arms are near horizontal and the end-links are near vertical. Tighten the nuts on the U-bolts to 15 ft./lb. Mark the frame for drilling using the holes in the frame brackets. Drill the frame with a 3/8" drill bit.
- Step #7** Attach the frame brackets to the frame using the nuts and bolts provided. Tighten the nuts to 25 ft./lb. Bounce the truck and check for adequate clearance.
- Step #8** Road test your truck to familiarize yourself with its new handling. As we cannot supervise your installation, or you r driving, we cannot be held responsible for more than the cost of the kit. For best balance and control a rear bar should not installed unless the truck is equipped with a front bar.

Hardware:

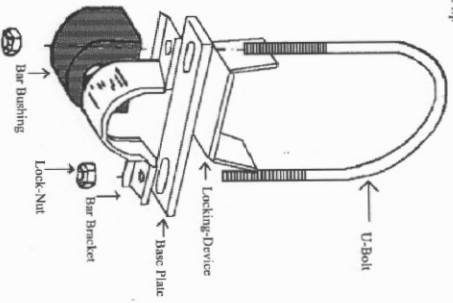
2 RH 015 End-links	10 RH 304 Lock-nuts
2 RH 043 Brackets	2 RH 031 Plates
2 RH 509 Bushings	2 RH 054 Locking Devices
2 RH 405 U-Bolts	2 RH 222 Bolts
2 RH 065 Spacer Tubes	8 RH 109 Washers
2 RH 041 Brackets	2 RH 402 Square U-Bolts
4 RH 104 Washers	2 RH 044 Brackets

Warning: This equipment is engineered to operate throughout your vehicle's normal suspension travel distance. If the bottoming snubbers have been cut down, or if the vehicle has been raised and the snubbers have not been raised also, the vehicle suspension may travel through a much greater distance and that may damage the anti sway bar or its connections, as well as the shock absorbers, brake hoses, and other suspension parts.

DIRECTION 396



405 U-Bolt Set Up



HOW TO INSTALL A 402 U-BOLT

