



Direction #228

- Step #1.** Place the bar in position on top of the axle, dip up and to the rear, arms leading forward. On top of the axle towards the shoulders of the bar place the locking device and plate which will now be between the axle and the bar. Over the bar and aligning with the plate place the bar bracket. Pass the large U-bolt up from below the axle through the holes in the plate and bar bracket and start the nuts. Be sure that the U-bolt or other parts are between the brake-line and the axle so as not to crush them. Pull the brake-line away from the axle slightly if needed.
- Step #2.** Place the D-shaped rubber bushing on the bar mid-section and slide it under the bar bracket. Adjust the position of the brackets and U-bolts about the axle so that they give best clearance for brake-line "T" rear end breather etc., and so that they hold the bar in most suitable position along the top part of the axle. The U-bolts and brackets need not be equally spaced along the axle on the two sides. Tighten the U-bolt nuts sufficiently to keep assembly in position during installation.
- Step #3.** Assemble end-link onto bar ends. Center bolt passes through: washer, rubber bushing, frame bracket (from inside bracket), rubber bushing, washer, spacer, washer, rubber bushing, bar eye, rubber bushing, washer, and finish with the nuts. This nut should only be tight enough to keep assembly snug.
- Step #4.** Raise bar arms so that frame bracket are against frame bottom. Mark through holes in the bracket for drilling. Be sure the car is resting on its springs when doing this. Drill holes with a 3/8" drill bit with the same spacing as the short legged square U-bolt.
- Step #5.** Place a nut on the U-bolt and insert the other end into one hole; maneuver until it reappears from the other hole. Pass it through one hole in the bracket and start another nut. Remove the first nut and replace it, having put over the free end of the bracket. Tighten nuts to secure U-bolt plate and bracket.
- Step #6.** Have someone bounce the rear of the car so that you can check for clearance throughout the suspension travel distance. Tighten the nuts on the axle U-bolt to 20 ft./lbs. Check to make sure they are holding securely. 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. **IMPORTANT:** All nuts in this kit are lock-nuts and will have to be turned with a wrench all the way.
- NOTE:** For best results and control this kit should be used in conjunction with our front

bar.

HARDWARE

2	RH 015 End-Links
8	RH 304 Lock-Nuts
2	RH 041 Brackets
2	RH 402 U-Bolts
2	RH 043 Brackets
2	RH 507 Bushings
2	RH 031 Plates
2	RH 054 Brackets
2	RH 405 U-Bolts
4	RH 104 Washers

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 228

