



## DIRECTIONS 479

1/13/2011

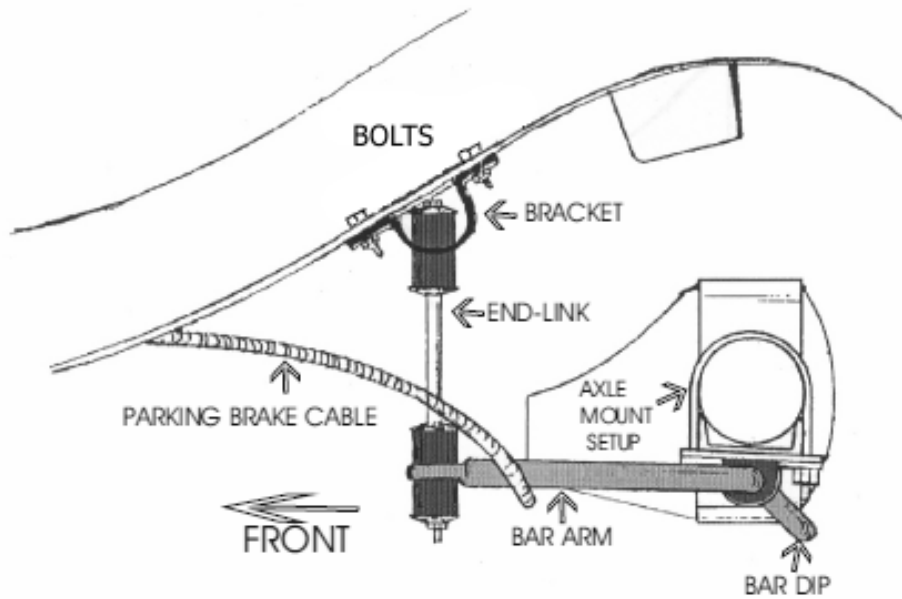
- Step #1.** Hang U-bolt around axle. Raise up the slotted plates under the U-bolt so as to engage the U-bolt legs. Follow with the bar bracket that should already be under the bar. Start the nuts. Place the D shaped rubber bushing on the bar near the bends flat side up. Next slide the loose assembled U-bolt and bracket assembly down the axle so that the bracket device from one side, legs towards axle. Center on slotted plate.
- Step #2.** Assemble end-links as illustrated. Pass the end link center bolt through one washer; through a rubber bushing, through the frame bracket (from inside it); through another washer; the tube spacer; another washer; another bushing; the bar eye; another bushing, the last washer; and secure with a lock nut. Be sure that washers have their or hollow side towards the rubber bushing, have the end with the stepped surface towards the bracket or bar eye. Tighten the lock nut so the assembly is securely snug but not so tight that the bushing bulge to a noticeable extent.
- Step #3.** The bar should be positioned so that the mid-section runs under the rear axle with the arms facing forward, and the dip down to the rear.
- Step #4.** Position bar so that the forges are horizontal and the axle clamp assembly holding the bar mid-section below the axle. With the car resting naturally on its springs on level ground, the frame brackets should position themselves so as to align with the frame bottom. Adjust the bar position relative to the axle if needed. If car has been raised, end-links should be lengthened.
- Step #5.** Place a lock-nut on one leg of the square U-bolt. Insert the other end into one drilled hole. Maneuver it until it reappears through the other drilled hole. Place one end of the base plate and the frame bracket over the leg and start another lock-nut on it. Remove the first nut, position free end of plate and bracket over the U-bolt leg and replace the nut.
- Step #6.** Have someone bounce the rear of the truck so you can check that all parts of the bar end and hardware clear throughout the suspension travel distance (but don't be under the truck when it is bounced). If rubber stops are visible, measure clear; tighten nuts on the frame and axle. Tighten nuts to 10 ft/lbs.
- Step #7.** Road test the truck to familiarize yourself with its new handling, as we cannot supervise your installation or your driving. We cannot be held responsible for more than the cost of the kit. For most balanced cornering and best stability use in conjunction with our front bar.

### HARDWARE

2 RH 044 Brackets	6 RH 214 Bolts
10 RH 304 Lock-Nuts	2 RH 405 U-Bolts
8 RH 107 Washers	2 RH 509 Bushings
2 RH 307 Lock-Nuts	2 RH 410 U-Bolts
2 RH 062 Tube Spacers	2 RH 054 Channel Brackets
2 RH 209 Bolt	2 RH 052 Channel Brackets
2 RH 031 Plates	2 RH 600 Plates
2 RH 043 Brackets	2 RH 040 Brackets
2 RH 017 End-Links	

**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 479



## AXLE MOUNT SETUP

