



Part #368

RANGER - REAR

8-17-2005

**NOTE:** All nuts in this kit are lock-nuts and will have to be turned all the way with a wrench.

**STEP 1.** Place the bar in position on top of the axle and forward enough so it can not be hit by the rubber snubber on the frame, which leads to the front. On the axle toward 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, through the bar bracket and start the nuts. Be sure that the U-bolts and other parts are between the brake line and the axle, adjust if needed.

**STEP 2.** Place the D-shaped rubber bushings 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 to shocks, rear-end breather, etc. Also so that they hold the bar in the most suitable position along the top front of the axle. The bolts and brackets do not need to be equally spaced along the axle on the two sides. Tighten the U-bolt nuts to 20 ft./lb. This should set the locking device to wedge in between the axle and the U-bolt.

**STEP 3.** Assemble end-links onto bar ends. The center bolt passes down through the washer, rubber bushing, bar bracket, rubber bushing, washer, tube spacer, washer, rubber bushing, bar eye, rubber bushing, washer and then secure with the lock-nut. If the rubber is compressed, it will cause the bushings to deteriorate prematurely.

**STEP 4.** Position the bar so that the forges are horizontal. 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. A little pressure will be needed to tilt the bracket to align with the frame and thus "load" it slightly. Adjust the bar position relative to the axle if needed. Mark through the frame bracket holes for drilling. Drill two holes with a 3/8" drill bit to bolt the bracket to the frame bottom.

**NOTE:** On the passenger side the frame bottom will be narrow due to the shock cut-out.

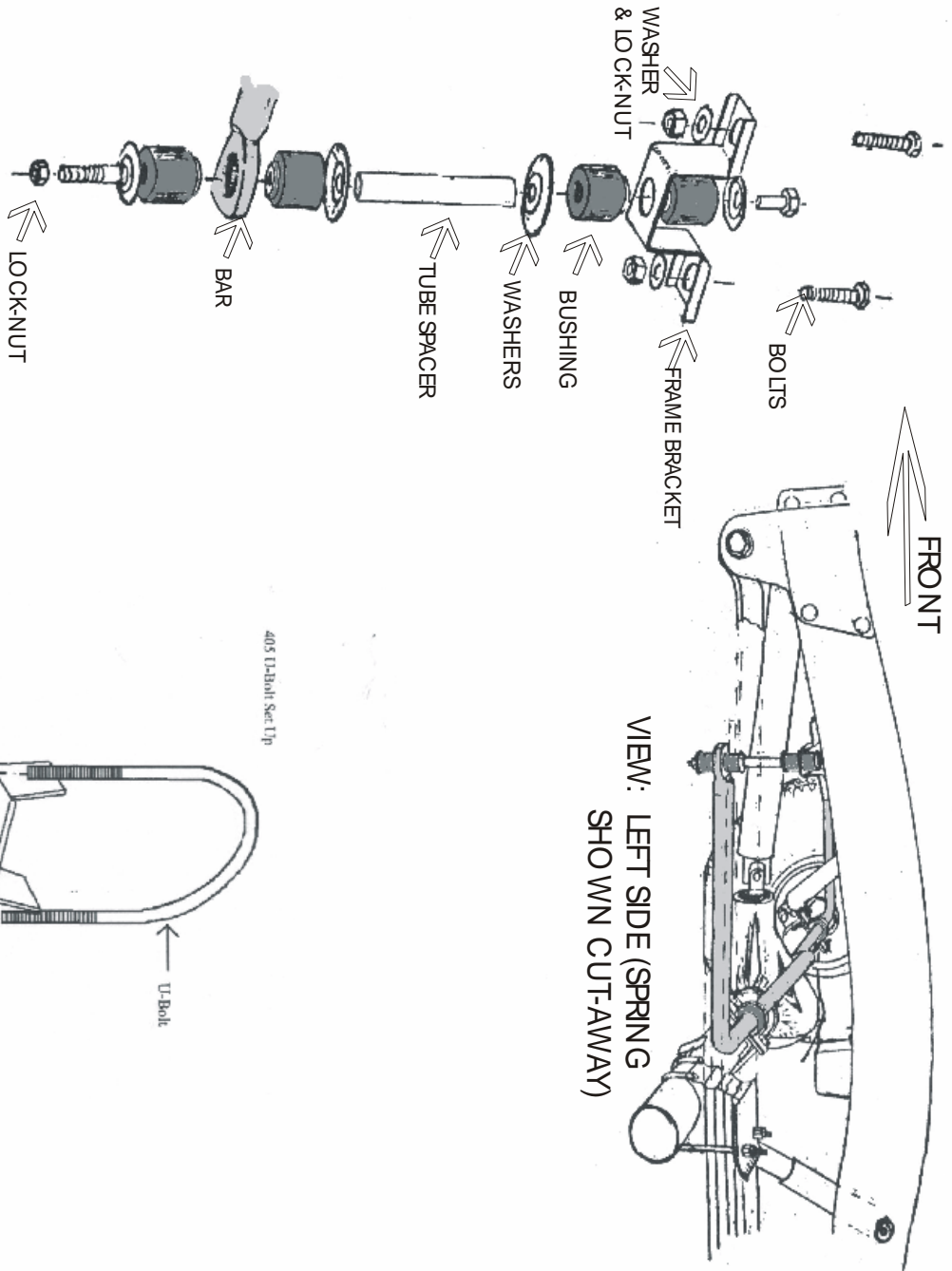
**STEP 5.** Have someone bounce the rear of the vehicle so that you can check for clearance throughout the suspension travel distance. Tighten the nuts on the axle U-bolts to 10 ft./lb. Check to make sure they are holding securely. Test drive the vehicle to accustom yourself to its new handling. As we cannot supervise the installation, or your driving, we cannot be held responsible for more than the cost of the kit.

**NOTE:** For best control and flat, balanced cornering, this kit should be used in conjunction with our front bar kit #738.

**HARDWARE**

2- RH 405	U-Bolts	2- RH 054	Locking Devices
2- RH 508	Bushings	8- RH 304	Lock-Nuts
2- RH 044	Brackets	4- RH 214	Bolts
2- RH 015	End-Links	2- RH 043	Brackets
2- RH 031	Plates		

**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.



405 U-Bolt Set Up

