

Direction 300

Step #1. Place U-bolts around under axle. Place the locking device between the legs and over it the slotted plates so as to engage the U-bolt legs. Follow with the bar bracket that should be around the bar. Start the nuts. Place the D-shaped rubber bushing on the bar near the bends, flat side down. Next, slide the bushing down the bar so that the bracket is around the rubber bushing. Be sure that the assembly is under the brake-line so it will not crush it.

Step #2. Assemble end-link as illustrated. Pass the end-link center bolt through one washer; through a rubber bushing; through the frame bracket (from inside it); through another bushing; a washer; spacer tube; another washer; and secure with a lock-nut. Be sure that washers have their or hollow side towards the rubber bushing, and that the rubber bushing have the end with the stepped surface towards the bracket or bar eye. Tighten the lock-nuts 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 along, behind and above the rear axle with the arms facing to the rear and the dip up.

Step #4. Position 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. Adjust the bar position relative to the axle if needed. The end-link on the left side should position on the frame just to the rear of the tail-pipe.

Step #5. Mark through the frame bracket holes. Drill one hole with a 3/8" drill bit. Use the square U-bolt to get the exact spacing for the second hole and drill it.

Step #6. 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 the plate and bracket over the U-bolt leg and replace the nut.

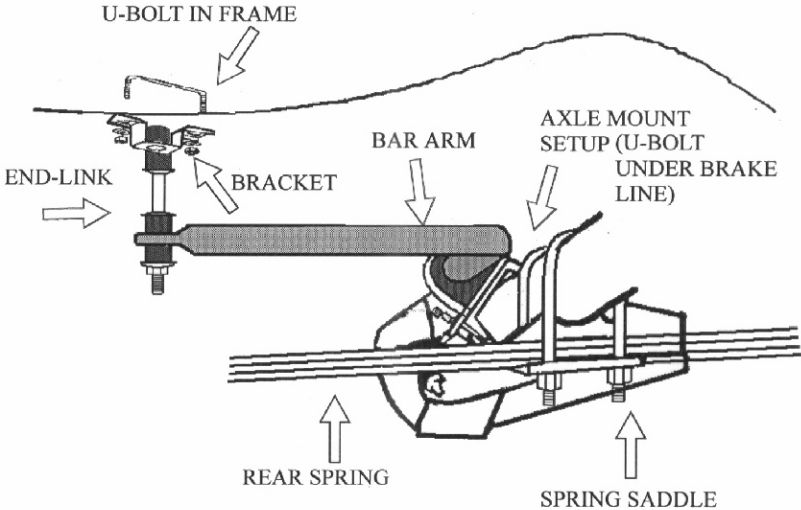
Step #7. Have someone bounce the rear of the car so you can check that all parts of the bar and hardware clear throughout the suspension travel distance. The rubber stops are visible so measure the maximum travel distance so you can better estimate clearances. If all is clear, tighten nuts on the frame and axle. As we cannot supervise your installation or your driving, we cannot be held responsible for more than the cost of the kit. Road test the vehicle to familiarize yourself to its new handling.

NOTE: For best balance and control, this kit should be used in conjunction with our front kit.

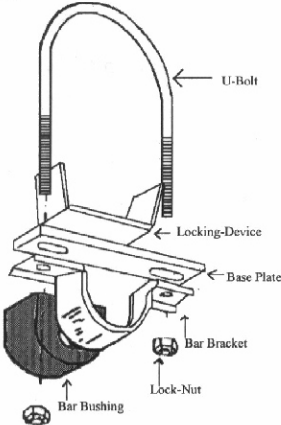
HARDWARE

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

DIRECTION 300



405 U-Bolt Set Up



HOW TO INSTALL A 402 U-BOLT

