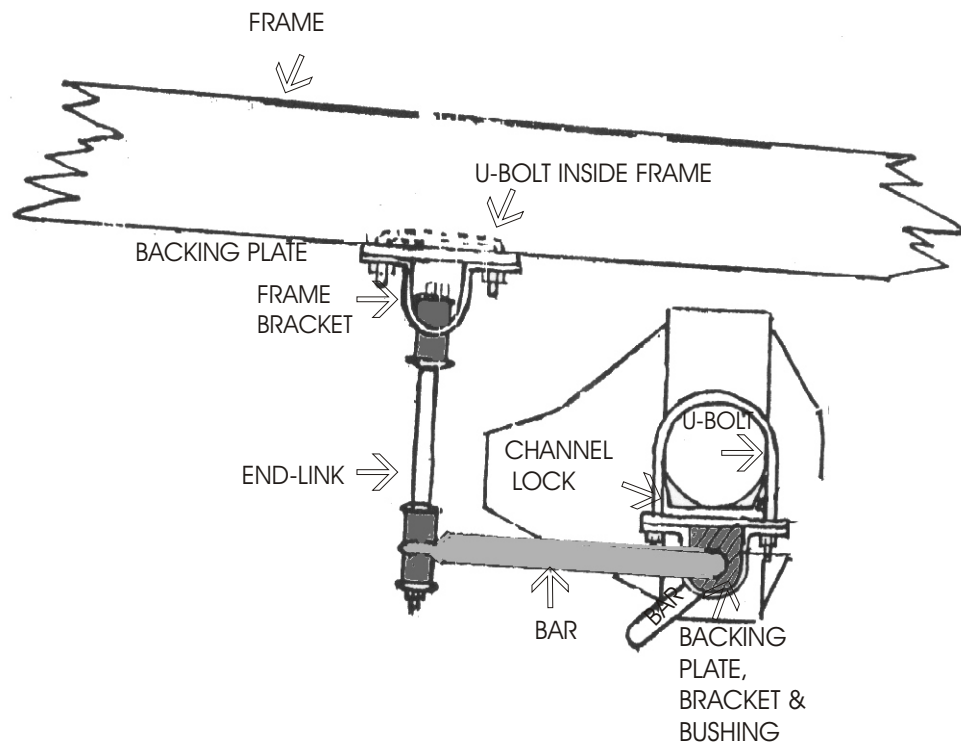


# DIRECTION 722



## **DIRECTIONS 722**

- 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 around the bar. Start the nuts. Place the D-shaped rubber bushing on the bar near the bends, flat side up. Next slide the loosely assembled U-bolt and bracket assembly down the axle so that the bracket is around the rubber bushing. Insert the locking device from one side towards axle. Center on slotted plate.
- STEP #2.** Assemble end-link as illustrated. Pass the end-link center bolt through one cupped washer; through a rubber bushing; through the frame bracket (from inside it); through another bushing; another washer; the tube spacer; another washer; another bushing; the bar eye; another bushing; the last cupped washer; and secure with a lock-nut. Be sure that washer have their cupped or hollow side towards the rubber bushing and that the rubber bushing have the end with cupped surface towards the bracket or bar eye. Tighten the lock-nut so the assembly is securely snug 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 axle with the arms facing backward and the dip down and to the front.
- 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 it's spring on level ground, the frame bracket should position themselves so as to align with frame bottom. Adjust the bar position relative to the axle if needed.
- STEP #5.** Mark through the frame bracket holes. Drill with a 3/8" drill bit.
- STEP #6.** Place lock-nut on one leg of the square U-bolt. Insert the other end into one drilled holes. 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 #7.** Have someone bounce the front of the car so you can check that all parts of the bar and hardware clear throughout the suspension travel distance. If rubber stops are visible, measure the maximum travel distance so you can better estimate clearances. If all is clear, tighten nuts on the frame and axle.
- STEP #8.** Road test the car to familiarize yourself with it's new handling. As we cannot supervise your installation or driving we cannot be held responsible for more than the cost of the kit. For best balance and control this kit should be used in conjunction with our rear kit.

### **HARDWARE**

2	RH 017	End-Links
2	RH 46W	Brackets
2	RH 613W	Bushings
2	RH 041	Brackets
2	RH 031	Plates
2	RH 054	Brackets
8	RH 304	Lock-Nuts
2	RH 405	U-Bolts
2	RH 402	U-Bolts