



Part #834

8-24-2005

Due to the small original factory brackets on this car, we have supplied additional hardware that will mount the larger bar in the same position as the original bar. Permanent attachment of the brackets to the skid plate on the kit is made with the square U-bolts supplied. After you have two drilled holed, you place one end of the U-bolt end between your fingers place a lock-nut to prevent "losing" the U-bolts.

As the next drawing shows, the base plate and bracket fit over the U-bolt ends and are tightened down with the nuts.

These U-bolts are strong and dependable in service, but can be damaged or twisted off during installation by torque. Tighten only to 10 lbs./ft.

Hardware

- 2 RH 508
- 2 RH 402
- 2 RH 031
- 8 RH 500

- Bushings
- U-Bolts
- Base Plates
- Bushings

- 4 RH 304
- 2 RH 402
- 2 RH 040

- Lock-Nuts
- Square U-Bolts
- Brackets

General Instructions

NOTE: Installation of most front & rear kits will be aided by the following suggestions. You need only be concerned with the parts of these instructions which apply to your kit. See attached specific installation instructions for your kit.

PAINT

Your anti-sway bar has been painted with a hard, gloss enamel of resilient quality. This coating will give long-lasting protection to your bar. Should scratches occur during installation, touch-up with quality gloss enamel aerosol paint.

INSTALLATION POSITION

The car must rest on its springs on level ground. This is essential in locating the correct point on the frame for unit attachment, and when the final assembly is made. Wheels allowed to hang result in frame attachments being too close to the wheels. This will cause extra wear on the end-link's rubber bushings. On uneven ground the assembly would require unnecessary twisting of the bar.

You might want more room for placing the bar in place or for any drilling you have to do, so the car may be raised with a frame jack or lift. Return the car to normal resting position for attachment and adjustment. Follow all safety precautions for working under a jacked-up car (remember: no bumper jacks or breakable concrete blocks).

Some installations are made easier by removing a wheel or the lower end of one shock absorber.

Orient yourself correctly with your instruction illustrations. Some people have trouble with installations because they assume the bar's position rather than following the instructions. Be sure you check instructions for which side of the axle the bar is positioned.

DRILLING

Here, again, be sure to observe all safety precautions when drilling. Wear goggles. Use a longer bit to avoid congested drilling areas. Good hardware stores carry ten-inch-long 3/8" bits that can locate the body of the drill well below congested drilling areas.

FRAME ATTACHMENTS

Permanent attachments of brackets to the frame floor pan or hollow boxed frame section on most kits are made with the shallow, square U-bolt supplied with them. Nuts can be tightened on floor pans without someone inside the car to hold the bolt heads. Attachment of this type sway bar can be made on boxed frames without cutting or welding.

After you have drilled two holes, you place one end of the U-bolt into one hole and maneuver it through the other hole. A nut around the U-bolt end that you are holding will preclude "losing" the U-bolt in the frame.



As the next drawing shows, the bracket fits over the U-bolt ends and is tightened down with the nuts. If you had used one nut when guiding the U-bolt into position, remove it, and replace it on the outside of the bracket.



These U-bolts are strong and dependable in service, but can be damaged or twisted off during installation by excessive torque. Tighten only to 10ft./lbs.