

Direction #223

- Step #1.** Place the bar in position on top of the axle with the dip up and the arms leading to the front. On top of the axle towards 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 and bar bracket and start the nuts. Be sure that the U-bolt or other parts are between the brake line and the axle so as not to damage it. Pull the brake line away the axle slightly if needed. On the right side, the stone shield under the axle will have to be partially (temporarily) removed so as to pass the U-bolt around the axle. On the left side, the brake line may have to be bent down slightly closer to the axle if it is in contact with the bar. The dip is made off center to give clearance to the exhaust on the right side and the breather on the differential on the left side.
- Step #2.** Place the mid-section bushings on the bar mid-section and slide it under the bar bracket. Adjust the position of the bracket and U-bolts about the axle so that they give best clearance to brake line "T", rear end breather, etc., and so that they hold the bar in the most suitable position along the top part of the axle. The bolts and bracket need not be equally spaced along the axle on the two sides. Start the U-bolt nuts.
- Step #3.** Using the bolts provided, pass them through the small hole of the angle bracket and through the existing hole (rear-most one) in the frames and secure with a lock-nut. Position the angle bracket as illustrated.
- Step #4.** Assemble the end-link so as to connect the bar eye and the angle bracket as illustrated. Adjust position of the bar on the axle to align the end-link in near vertical position. Tighten the lock-nut on the end-links enough just to keep the assembly snug. Tighten the nuts on the brackets fully.
- Step #5.** Have someone bounce the rear of the car so that you can check for clearance of all parts throughout the suspension travel distance. Road test the vehicle to familiarize yourself to its new handling. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit. **IMPORTANT:** All nuts in this kit are lock-nuts and will have to be turned with a wrench all the way. **NOTE:** For best balance, control and stability this should be used in conjunction our front bar.

HARDWARE

2	RH 013 End-Links	2	RH 510 Bushings
2	RH 046 Brackets	2	RH 031 Plates
2	RH 022 Angles	2	RH 055 Brackets
2	RH 407 U-Bolts	2	RH 102 Washers
2	RH 207 Bolts	6	RH 304 Lock-Nuts

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