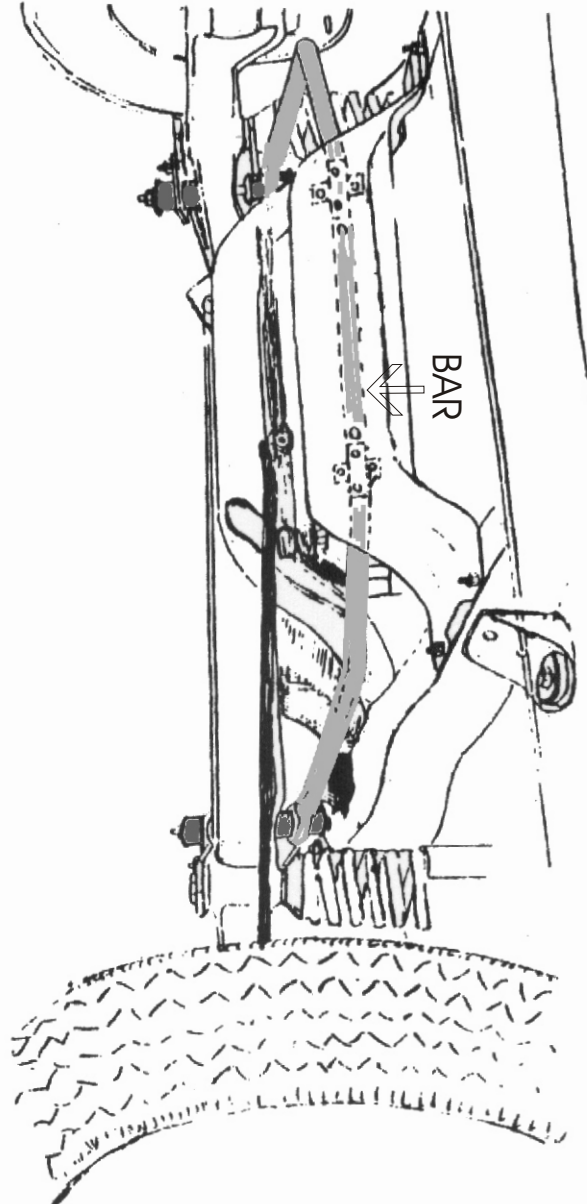
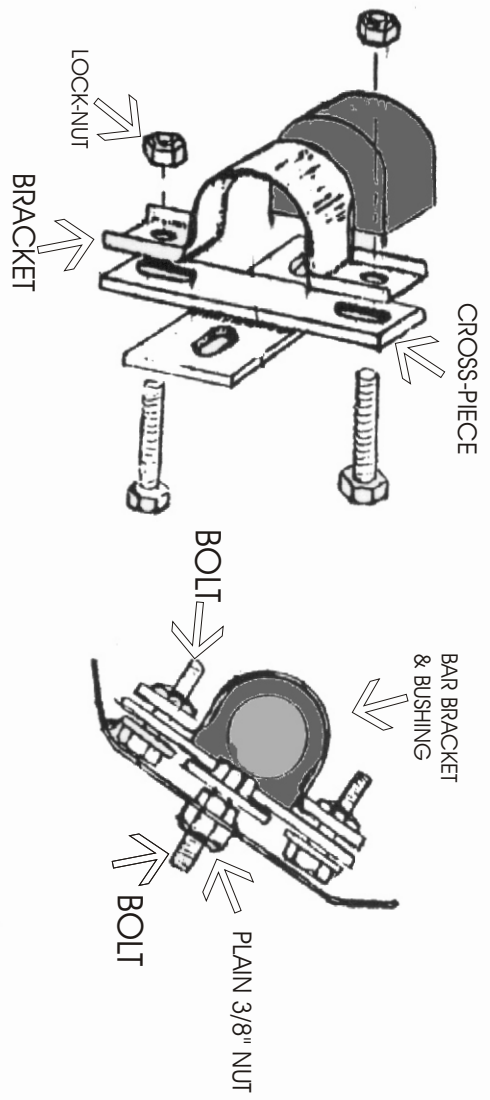
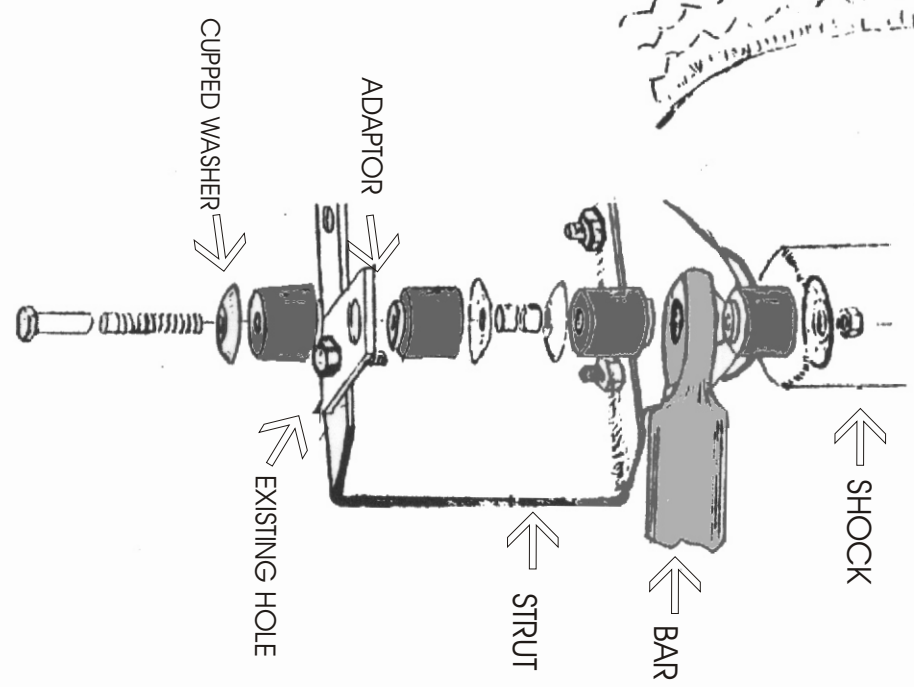


DIRECTION 768



END-LINK ASSEMBLY



DIRECTIONS 768

STEP #1.

Assemble the bar bushing, bar bracket, and cross piece onto the bar mid-section, next to the bends, as illustrated. Use washers under all bolt heads. Install plain nuts, but do not put on the lock-nuts on the horizontal part of the cross pieces before tightening the bar bracket bushings. Adjust the assemblies along the bar mid-section so the ends of the bolts that carry the plain nuts pass through the existing holes in the cross member structures. The bar mounts to the inside or backside of the cross member. Tighten the bolts.

STEP #2.

Place the bar in position as illustrated, the bars "elbow" should be up rather than down for adequate steering clearance. Adjust the position until the bolts that carry the plain nuts pass through the existing holes in the frame cross member. The arms should be on top of the I-beam suspension arms. Secure to the cross member with your lock-nuts. Tighten to 25 ft lbs.

STEP #3.

Remove the right hand (passenger side) lower shock bolt and replace it with the head inboard and the nut outboard.

STEP #4.

Loosely bolt the adaptor under the struts lower edge using the forward most of the two existing holes.

STEP #5.

With the pick up resting naturally on its springs, assemble the end-links as illustrated so as to connect the adaptor plate and bar eye. Tighten the end-link bolt only enough to keep the assembly snug. Over compressing the bushings will shorten their life. Adjust the adaptor plate angle on the strut so as to give the most vertical angle front-to-rear and tighten the lock-nut to 25 lbs/ft.

STEP #6.

Check all fastenings for correct tightness. Turn the steering wheel from lock to lock and check for steering clearance. Bounce the front of the truck with wheels turned to either side and straight ahead, and again check for clearance. Road test your car to familiarize yourself with its new handling. As we cannot supervise your installation or your 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. NOTE: Due to the I-beam construction of the Ford pick up and the layout of the front end, one arm of the sway bar is bent at a different angle than the other, and is a little longer.

HARDWARE

2	RH 250	X-Brackets
2	RH 040	Brackets
2	RH 511	Bushings
10	RH 214	Bolts
10	RH 304	Lock-Nuts
4	RH 301	Nuts
4	RH 104	Washers
2	RH 033	Plates
2	RH 018	End-Links