

On some trucks the frame is not wide enough for the dip in the center of the bar to fit between the frame rails. If this is the case, another kit should be used. Contact your dealer is necessary.

1. Remove the nuts from the lower shock bolts. In some cases, the stud bolts will have to be removed and installed so the bolt threads are toward the tires (outward). Position the angle brackets so that the $\frac{3}{8}$ " hole is on the stud bolt and the $\frac{5}{8}$ " hole is above the stud bolt. Replace the nuts and tighten to 25 ft/lbs.
2. Place the mid-section bushings on the bar near the arm bends. Position the bar in front of the axle with the arms pointing backward and the dip (up) above the drive shaft and tailpipe as shown.\
3. Assemble the end-links as shown to connect the ends of the bar to the angle brackets. Tighten the end-link nuts just enough to slightly bulge the rubber bushings.
4. Raise the mid-section of the bar so that it contact the frame. Move the mid-section bushings so that the flat side is against the frame. Move the bar forward or backward until the end-links are vertical from front to rear. Mark the frame for drilling. Drill the frame using a $\frac{3}{8}$ " drill bit.
5. Attach the frame bracket to the frame with the $\frac{3}{8}$ "bolts provided. Tighten the nuts to 25 ft/lbs. Have someone bounce the the vehicle to check for clearance of all parts throughout the suspension travel distance.
6. Road test the car to adjust to its new handling. As we cannot supervise your installation or driving, we cannot be responsible for more than the cost of the kit.

Warning: This equipment is engineered to operate throughout your vehicle's normal suspension travel distance. If the bottoming snubbers have been cut down, or if the vehicle has been raised and the snubbers have not been raised also, the vehicle suspension may travel through a much greater distance and that may damage sway bar or its connections, as well as the shock absorbers, brake hoses, and other suspension parts.

