



Part #631

4-15-2008

IMPORTANT: READ BEFORE INSTALLATION!!

- Step 1.** Place the U-bolts around the circular cross member located above the spare tire. Position them approximately 1" just inboard of the frame rails. Now assemble the end-link to the end-link bracket with the head of the bolt inside of the bracket. Note: It will be necessary to remove the nipple on the second end-link bushing so that it will sit flush against the end-link bracket. Repeat for other side. Place the locking device against the bottom of the cross member, then the base plate. Maneuver the end-link bracket over the legs of the U-bolt and secure with washers and lock-nuts. Tighten assembly just enough so that any final adjustments can be made.
- Step 2.** Lubricate the inside of the D-bushings and place them around the mid-section of the bar near the bends. Place the U-bolts around the axle making sure that the brake lines on the axle are outboard of the U-bolts. NOTE: When placing the U-bolts around the axle, the legs of the U-bolt may tend to spread out wider than the slots in the base plate. By using the tube spacers on the end-link you can adjust the legs of the U-bolt so that the base plate will slide over them.
- Step 3.** Place the locking device legs against the axle between the U-bolt legs, then the base plate. With the dip in the bar pointing down, place the mid-section bracket over the D-bushing and maneuver the bracket over the U-bolt legs. Secure with the fasteners provided but leave loose enough for final adjustment. Repeat for other side.
- Step 4.** Now attach the end-links to the eyes of the bar and leave loose. Tighten the U-bolts for the end-link brackets until there is a 3/16" gap between the locking device and the cross member. Rotate the U-bolts that are on the axle tube so that the end-links are as close to vertical as possible and tighten using the same method as the end-link bracket assemblies. Tighten the end-link assemblies until you can no longer rotate the tube spacer. **NOTE: Over tightening end-link assemblies will result in end-link failure!**
- Step 5.** Installation is now complete. Make sure that there is no interference with any other components. Since we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit.

Note: Larger bolts and spacers are for lifted trucks. The bar may not be at the 3:00 o'clock position as illustrated.

Hardware:

4 RH 405 U-Bolts	8 RH 304 Lock-Nuts
4 RH 054 Locking Devices	8 RH 104 Flat Washers
4 RH 031 Base Plates	2 RH 017 End-Links
2 RH 509 D-Bushings	2 RH 222 Bolts
2 RH 046 Brackets	2 RH 065 Tube Spacers
2 RH 041 Brackets	

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 the anti sway bar or its connections, as well as the shock absorbers, brake hoses, and other suspension parts.

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