

**Part #515**

**8-20-2005**

**This bar is designed to replace your present anti-sway bar with no modification necessary, as you can see, the bar is similar, and the only change on some bars is a modification of the contours made necessary by the increase in bar diameter. This bar uses the original hardware, now on the car (bushings, clamps, end-links,). It may be necessary to either cut one side of the rubber sleeves that hold the original bar or to bore them out (with a rat tail file), if the bar your ordered is a great deal larger in diameter than the original, this will in no way harm the operation. If the existing end-links and/or bushings are badly worn, new sets can be obtained from your automobile dealer. On some cars (example: camaro, firebird), installation is greatly simplified by removing one wheel and jacking the frame of the car up so as to allow the wheel assemblies to hang.**

**After installation, check the movement of the car on the suspension and make sure that all parts of the frame, engine, A-arms, steering, brake lines, and etc. cannot come in contact with the suspension travel, after checking the above, and that all fastenings are of suitable tightness rod test the vehicles new handling characteristics. It will handle flatter and steadier, but be ready for an increase in under steer unless you have already installed an anti-sway bar on the rear. The addition of a rear kit, of course, would give your car even flatter cornering and near neutral steering characteristics.**

**As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit.**

**Hardware:**

<b>2 RH 040</b>	<b>Brackets</b>
<b>2 UB 615</b>	<b>D-Bushings</b>
<b>2 RH 016</b>	<b>End-Links</b>