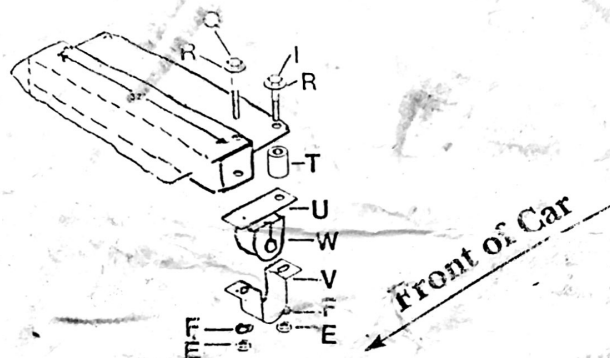


1. Read all instructions prior to starting work.
2. Block the front wheels. Jack up the rear of the car and remove the rear wheels.
3. Remove the muffler and any sway bar that may be on the car.

4. Using the bushing base (U) as a template, locate and mark the center of the four holes that attach the bushing hardware to the trunk of the car. These sets of holes are 32 inches apart. The holes going through the box section should be drilled in the rear of the box section. Drill four 7/16" holes.



5. Lubricate the inside diameter of the bushings (W) and position on the sway bar. From above drop the bolts (Q/I) with the washers (R) through the trunk floor. Without the sway bar and bushings, attach the spacers (T), bushing bases (U), and bushing clamps (V) with nuts/washers (E/F). Turn the nuts only 1 or 2 turns. When everything is in place, remove the 2 rear nuts and swing the bushing clamp to one side. Insert the sway bar and bushings and reposition the bushing clamps and nuts. Do not tighten yet.

6. Remove the lower shock bolt from the shock bottom and trailing arm. Coat the new bolt (M) with molybube and install it in place of the factory bolt.

7. Assemble the drop links. Insert the rod end liners (N) into the rod ends (L); this may take the tap of a hammer. Thread the jam nuts (J) all the way up the drop link shafts (J). Thread the rod ends (L) almost all the way up the shafts. Insert the rubber bushings (H) into the hoop end of the drop links; and insert the metal bushing liners (G) into the rubber bushings (ArmorAll or soapy water will make this easier).

Secure the drop links by attaching the rod end to the shock bolt using washers (O) and allen bolts (P). Do not overtighten. Slip a slider clamp (C/D) over each sway bar arm, but do not tighten yet. Insert the hoop end of the drop links into the slider clamp and secure with bolt/washers/nut (I/F/E) but do not tighten yet. For a starting position, place the slider clamps so the drop links are about perpendicular to the sway bar when the car is on the ground. Make sure the clamps are at the same position on both arms and tighten. To reduce understeer (push), adjust the sway bar stiffness by moving the slider clamp toward the rear of the car. To reduce oversteer, move the slider clamp to the front.

8. Center the sway bar. Wipe off any excessive grease from the sway bar. Install the hose clamps (X) next to the outside of each sway bar bushing.
9. Tighten all nuts and bolts. Be careful not to over tighten bolt (I) in the slider clamp.
10. Replace the wheels and set the car on the ground. Drop link adjustment is done in order to remove any preload on the sway bar that would cause different handling characteristics between left-hand and right-hand corners. Adjustment is best done with someone in the driver's seat. Drive the car back and forth a few hundred feet to settle the suspension, and come to a smooth, slow stop. From one side remove the bolt (P) holding the rod end to the shock bolt. There is no preload when the rod end can slide freely from side to side on the bolt (P). Adjust the length of this drop link until the bolt can be easily threaded into the shock bolt again. When this adjustment is reached, tighten all jam nuts, and double-check that all other nuts and bolts are properly tightened.