

## Instructions for 17-2975 Rear Truss Bar

### Fits All Type 1

Requires that a 2" hole (approx) be drilled in both wheel wells to allow the Cross Truss Bar End Links to come thru the apron and bolt to the upper shock tower (except 67-68).

1. Remove your upper shock mount bolt and either remove the shock or swing it out of the way. Install the longer upper shock mount bolt (supplied) and Cross Bar End Link and mark for a 2" hole to be drilled thru your fender apron to allow the Horizontal Truss Bar with Heim to bolt to the End Link.
2. Once you are certain you have identified the appropriate location, using a hole saw drill a 2" hole in your fender apron. Then repeat on opposite side. Depending on your application, you may require a larger hole size.
3. Bolt the Horizontal Cross Truss Bar End Links to the upper shock mount using the longer bolts supplied. Leave the bolts just finger tight at this time. Note that they are Right and Left Hand threads.
4. Install a Heim End with nut to each end of the Horizontal Cross Truss Bar...then using supplied bolts and nuts, install Bar to the End Links. Twist the bar to tighten until you feel resistance...then tighten nuts finger tight.
5. Support the transaxle. Remove frame horn bolts and place the Lower Mounts between the frame horn and the rear trans cradle. Reinstall the frame horn bolts. Leave the bolts finger tight at this time.
6. Install the heims with nuts to the Vertical Truss Down Rods. Note that they are Right and Left Hand threads. Install the Vertical Rods to the Lower Mounts and Upper Cross Bar Links with bolts and nuts provided. Adjust the Vertical Rods but do not tighten at this time.
7. Torque both the Upper Shock Mounting Bolts (45ft. lbs) and the Lower Mount/Frame Horn Bolts (166 ft lbs).
8. Now adjust the Vertical Truss Down Rods to help counteract engine twist.
  - a. The Driver Side Rod will be shortened. Turn the Rod so that it makes the total length of the Rod shorter...pulling DOWN to the point where you begin to feel resistance...the tighten the nuts
  - b. The Passenger Side Rod will be extended. Turn the Rod so that it makes the total of the Rod longer....pushing UP to the point where you begin to feel resistance...tighten the nuts.

You can further adjust the lengths of the Vertical Truss Down Rods to allow for variations and/or preload and help eliminate wheel hop.

9. Fully tighten ALL bolts and nuts and make certain that all components are pivoting and functioning properly.
10. Remove jack support and road test carefully until you are confident that the product has been installed correctly and is road safe.



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