



“TRACTION...ACTION!”[®]

SUSPENSION BARS

INSTALLATION INSTRUCTIONS

IMPORTANT NOTE: J Bolt Part No. 20580 can be used on competition bars only, if desired. Use of air shocks are not recommended as they may cause shock or shock mount damage.

1. Raise the rear of the car, using as level a floor as possible, and remove wheels.
2. Disconnect lower shock absorber attachment. On early Corvettes and some American Motors it is necessary to remove all factory traction devices.
 - a. Sway bars on cars with suspension package may have to be modified or removed to fit suspension bars.
3. Support the car at front spring hangers, allowing the axle housing to rest on the springs.
4. Remove the stock lower spring clamping plates.
 - a. For street use we recommend using GM factory replacement “U” bolts on Camaro, Chevy II and Firebirds when not furnished.
 - b. For model no. 21140, when used with “J” bolt option on Camaro, Chevy II and Firebird, “T” bolts will be placed in front holes of suspension bars. (If car was not equipped with “T” bolt, your GM dealer has replacements.)
 - c. 1965-68 Mustang, Cougar, Falcon and Fairlane with necked down axle housing, discard the original equipment axle housing “U” bolts and replace with 3/4” center to center (Ford no. C6DZ-5705A) “U” bolts. On some models it may be necessary to saw off the outside shock mount tab using hacksaw, due to backing plate interferences.
 - d. For street model no. 21310, insulator pads must be removed. The housing locators supplied in kit must be used by placing them over the bolt used to hold the leaf springs together. Discard the original shock mounting plates and the original axle housing “U” bolts and replace them with 3/2” center to center (Chrysler no. 2834928) “U” bolt.
 - e. For AMC Spirit applications the rubber insulator pads must be used. The four holes in the housing locator bracket must be longated up to the upright section of the bracket, next to the bend, in order for the bar to accept the “U” bolts. Also the right side locator bracket must be trimmed at the inside rear corner so the shock can be attached (See Figure 2). The outside edge of the forward “U” bolt bracket (located near the front of the traction bar) should be trimmed approximately 3/16” for added tire clearance.
5. Do not remove insulator pads on GM cars.
6. Position the bars over the spring center bolt and start nuts on “U” bolts. Run the nuts up until they are just finger tight.
 - a. Determine which shock absorber mounts are to be used and if necessary, remove the mounts that may interfere with the backing plates. This may be done with a hacksaw.
 - b. On Ford applications, it may be necessary to use the spring center bolt spacer provided with the kit, as some of the center bolts are of different diameters.
7. Position each of the bars so that they are directly under the center of each spring at the front and tighten the stock “U” bolts around the axle housing.
8. Reinstall the wheels and lower the car on a level floor. **CHECK TIRE CLEARANCE!**
9. Carefully determine the amount of bumper height necessary to fill the gap at the front of the bar (bumpers moved). On competition only cars, it is best to completely fill the gap. On street/strip cars, a 1/2” gap on the right bumper and a 3/8” gap on the left bumper will produce a greatly improved ride. (See note below.)
 - a. Due to the severe arch variations of some springs, it may be necessary to shim the rear of the bars by using a wedge, (Lakewood part nos. 20500 & 20510) available at your Lakewood dealer, part no. 20500 for mild arch and part no. 20510 for severe arch. This wedge is used between the spring and the suspension bar plate.
10. Again raise the car and install the bumpers. (It would be wise to start all bumper height adjustments with the bumper in the rear hole on the drivewr’s side and the front hole on the passenger side.)
11. Do not attempt to level the car with the bumpers as this will cause radical preloading and considerable torque steer problems.
12. Supporting the car with the axle, reinstall the shocks.
 - a. When applicable, use a sleeve for the shock bolt to bring it up to the shock bushing size. There are two bushings supplied with the kit for this purpose. The small diameter being for American Motors and the large one for Chrysler products.
13. Run the jam nuts up on all the 3/8” “U” bolts that are supplied with the kit.
14. Position the “U” bolts over the spring and through the strap on the top of each bar. Run the lower nuts up on the “U” bolts, using washers, until they are just snug to the spring. Make sure spring is centered in the “U” bolts. Lock with upper jam nuts. Do not attempt to adjust bar height with “U” bolts.

RECOMMENDED STARTING ADJUSTMENTS

1. Be sure that both tire pressures are equal.
2. To correct unequal traction, try the following: If the rear drives harder with the right wheel, raise the left bumper or move it forward.

NOTE: When properly installed, snubber end of traction bar must angle up or be parallel with chassis: under no circumstances should vehicle be operated with snubber end angled down. If bar cannot be further adjusted, use one of Lakewoods suspension bar wedge kits no. 20500, 20502, 20504 or 20510, depending on application.



ASSEMBLY INSTRUCTIONS

FIGURE 1.

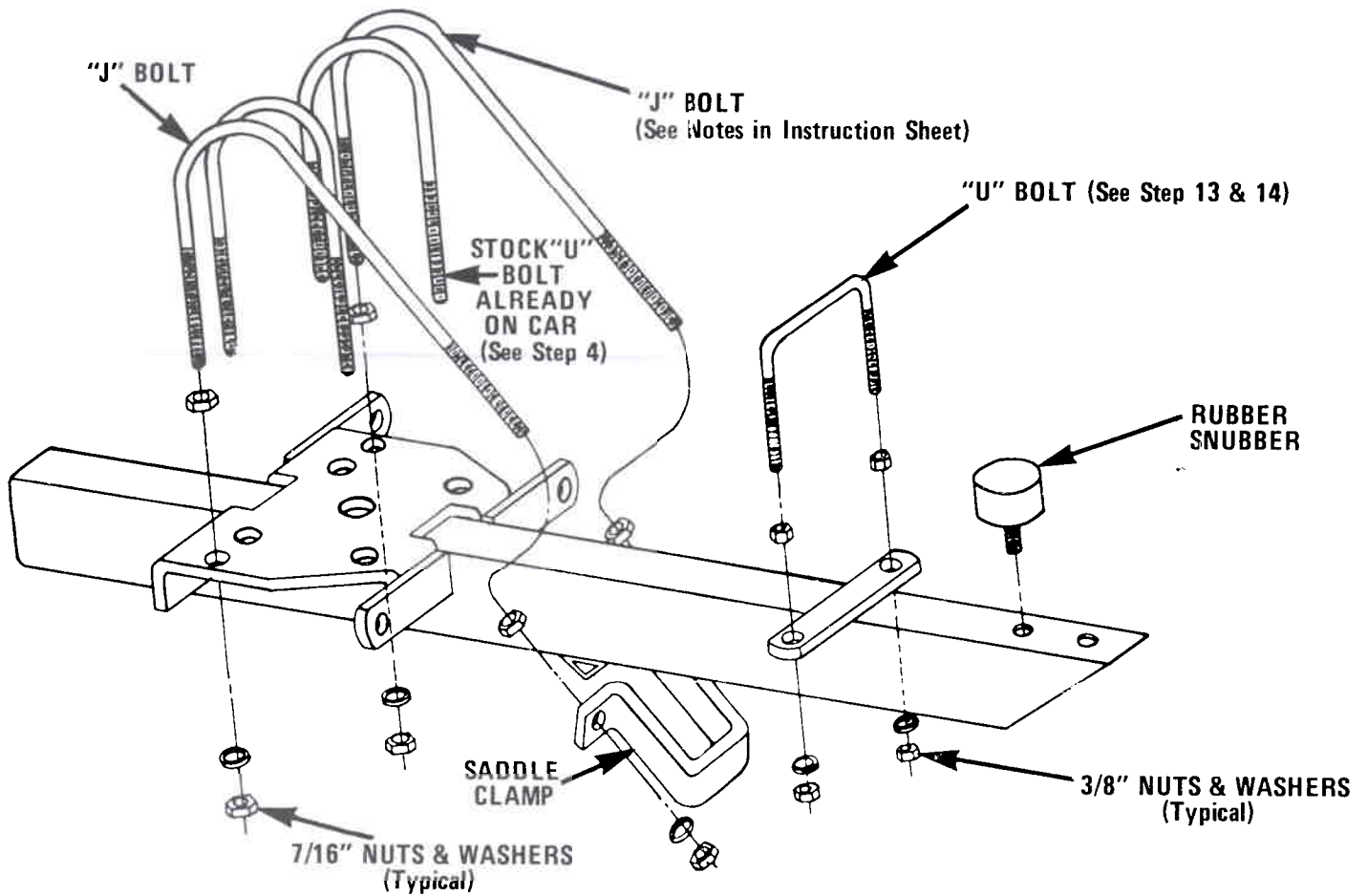


FIGURE 2.

ELONGATE THIS SECTION
IN FOUR PLACES

TRIM THIS CORNER ON
THE RIGHT SIDE ONLY

