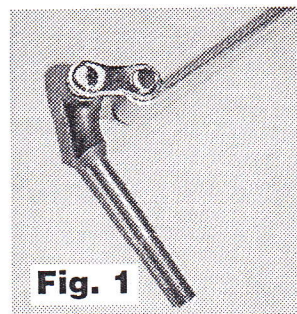


# Installation Instructions for SO-CAL Speed Shop Batwing and Hairpin Radius Rod Kit

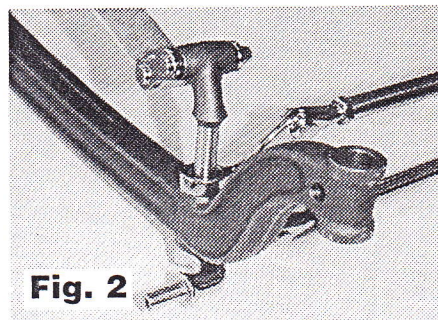
Installation of this kit is easily accomplished with a minimum of difficulty. Listed below are some tips and instructions to make the installation easier. Note: Installation of this kit requires you to have the front axle mocked up at ride height. To make this easier we recommend you use only the main leaf out of the spring pack. This makes it much easier to compress and hold at the proper ride height, yet still holds everything in the correct relationship.

SO-CAL Speed Shop recommends that this kit only be used with an I-beam axle. The use of a tube axle with hairpin radius rods places extreme stress on the front suspension because a tube axle will not twist. Owner and installer take any responsibility and liability if this product is used with a tube axle.

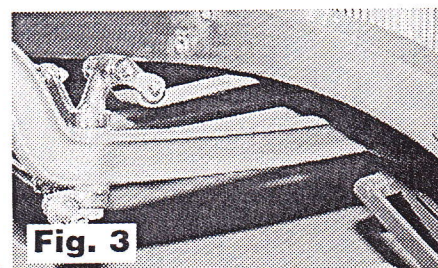
- 1: Assemble the main leaf, shackles and perches and set aside. See figure 1.
- 2: Layout front axle and slip the preassembled hairpin/batwing assembly onto the axle. Insert the spring perches through the batwings and axle and gently tighten down the perch nuts. See figure 2.
- 3: Place the front axle under the front of the car and jack up until the car is at ride height. See figure 3.
- 4: Assemble rear rod end, bolt and bracket to the back end of the radius rods and place under the frame. See figure 4.
- 5: Square up the front axle to side, front to rear and diagonally. Note: Make sure that the axle is in the proper location front to rear and that the leaf spring is not in bind. See figure 5.
- 6: When you are satisfied that everything is in its correct location, tack the rear radius rod bracket in position.
- 7: Double check everything one final time.
- 8: Weld in the rear mount making sure correct welding procedures are followed and that good penetration is achieved.
- 9: Install the Panhard bar making sure it is mounted close to horizontal with the frame end slightly higher. See figure 5.
- 10: Check caster and make any preliminary adjustments before installing the upper shock mounts. Your finished assembly should look like figure 6.



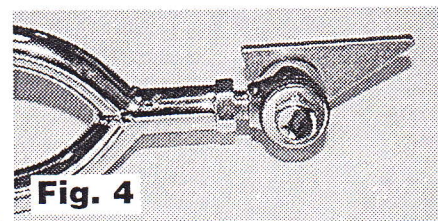
**Fig. 1**



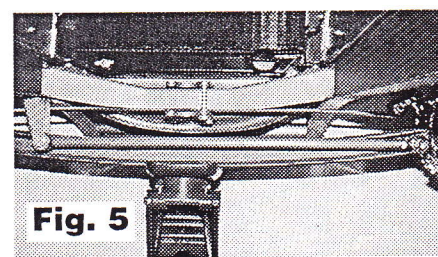
**Fig. 2**



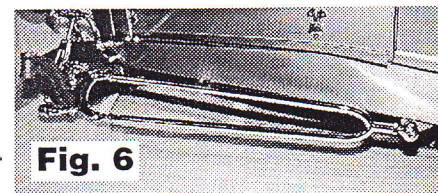
**Fig. 3**



**Fig. 4**



**Fig. 5**



**Fig. 6**