

## BALANCE BAR SET-UP

6. NOW THAT THE UNIT IS ASSEMBLED, MAKE SURE TO LIGHTLY LUBRICATE THE ADJUSTER ROD AND THE SLIDER BUSHINGS AND BRONZE BUSHINGS. DO NOT SATURATE IN OIL AS THIS WILL DO NOTHING MORE THAN COLLECT DUST AND DIRT. TOO MUCH OF A LUBRICANT WILL NOT MAKE IT BETTER!!!

7. BEFORE INSTALLING THE COMPLETE UNIT IN THE CAR, **DOUBLE CHECK ALL HARDWARE TO ENSURE IT IS TIGHT AND FREE OF BINDS. MAKE SURE ALL SAFETY CLIPS AND COTTER PINS ARE IN PLACE. DO NOT OVER TIGHTEN DETENT PIN, JUST MAKE SURE THAT THE ¼ NUT IS TIGHT. IT IS PRESET FROM FACTORY. OVER TIGHTENING WILL RESULT IN PREMATURE WEAR OF SHAFT AND OR IMPAIR BIAS ADJUSTMENT.**

8. MAKING SURE YOU HAVE SHORTENED THE MOUNTING STUD IN STEP 1, YOU ARE READY TO INSTALL THE UNIT IN THE CAR. YOU MAY HAVE TO ADJUST THE LENGTH OF YOUR BRAKE ROD OR REPLACE IT WITH A LONGER ONE. YOU NEED TO MAINTAIN ½" OF THE CLEVIS THREADED INTO THE BRAKE ROD. **FAILURE TO DO SO CAN RESULT IN BRAKE FAILURE. THIS UNIT WILL NOT REQUIRE TWO ROD ENDS ON YOUR BRAKE ROD.**

REMOVE THE RIGHT HAND MALE ROD END AND SCREW YOUR BRAKE ROD DIRECTLY ONTO THE PUSH CLEVIS THAT IS SUPPLIED ON THE UNIT AFTER YOUR PROPER LENGTH HAS BEEN DETERMINED. **IT IS VERY IMPORTANT TO MAKE SURE THAT YOUR BRAKE ROD IS IN LINE WITH THE MASTER CYLINDER RODS. IT CANNOT BE POINTED LEFT OR RIGHT. IT WILL BIND IF IT IS NOT RUNNING PARALLEL TO THE MASTER CYLINDER RODS**

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TOP VIEW  
FRAME, MASTER CYLINDER RODS  
BRAKE ROD ALL RUNNING PARALLEL