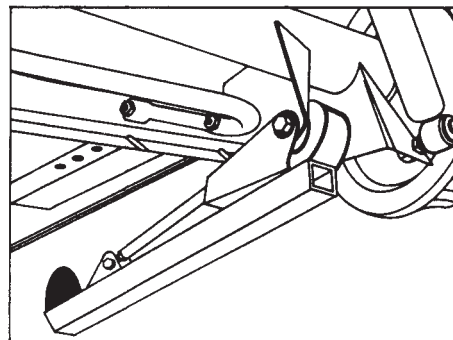
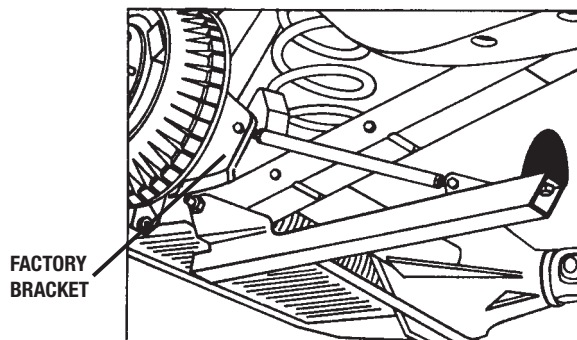




INSTALLATION INSTRUCTIONS

#20188

1964-77 GM (A-BODY) COIL SPRING TRACTION BAR



Congratulations! You have just purchased one of the finest sets of traction bars on the market today. Whether it be strictly street or professional competition, Lakewood Industries has the proven engineering it takes for all racing applications.

NOTE:

For best overall performance we recommend removing the factory stabilizer bar (if equipped) when installing these traction bars. If stabilizer bar is retained, inner corner of traction bar mounting bracket may need to be filed to provide adequate clearance on some applications. This will not weaken the traction bar in any way.

WORK SAFELY!

Installation of traction bars requires working underneath vehicle and should only be performed one side at a time. **USE EXTREME CARE AND CAUTION WHEN WORKING UNDERNEATH VEHICLE.** Never get near or under vehicle until you are confident that it is safely supported and will not move or fall from its raised position. **DO NOT USE A BUMPER JACK.**

1. Place vehicle on solid level surface such as a garage floor to insure safe installation.
2. Place wheel blocks or wedges in front of and behind both front wheels to prevent movement in either direction.

NOTE: ONLY WORK ON ONE SIDE AT A TIME.

3. Carefully place floor jack under rear differential housing. Be careful not to damage seal or companion flange shield with jack.
4. Lift rear of car up with floor jack and place auto-motive approved support stands under frame in front of rear wheels far enough forward so that traction bar installation will not be interrupted and the wheels do not touch

the ground. Lower floor jack to set vehicle on support stands.

5. When you are confident that vehicle is secure, raise differential housing up approx. 1" with floor jack. Remove rear trailing arm bolt (one side only). If bolt binds while removing, raise or lower differential housing with floor jack until bolt can be easily removed.
6. Determine correct bar (right or left) for side you are working on (when mounted properly traction bar will be parallel with frame and snubber will align directly under frame).
7. Attach rubber snubber to front of traction bar as shown using lock washer and nut (supplied). Tighten securely.
8. Place traction bar in proper position as shown. Align trailing arm bolt hole, rear end bracket bolt hole and traction bar bolt hole. Install 1/2" or 12mm bolts with self locking nut (supplied) and secure only finger tight. Your car will either use the 12mm x 90 bolts or use 1/2"-20 x 4-1/2" long bolts.
9. **AT THIS TIME, REPEAT STEPS 5 THRU 8 TO INSTALL OPPOSITE SIDE.**
10. When installation of both traction bars is complete, lower and remove floor jack to gain easy access to factory axle rubber snubbers located at front top of axle housing bracket near rear wheels.
NOTE: PERFORM STEPS 11 AND 12, ONE SIDE AT A TIME.
11. Remove factory axle snubbers by prying out of bracket.
12. Assemble adjustable link using one rod end and jam nut on each end as shown.
NOTE: DO NOT ATTACH ADJUSTABLE LINK TO TRACTION BAR BRACKET AT THIS TIME.

13. Attach both link assemblies to the rod end brackets as shown. Carefully remove support stands and lower vehicle to the ground. You will need car on its own weight to adjust.
14. Swing traction bar up until air gap between snubber and frame is approximately 1/8", then adjust link length by turning rod ends in or out until lower rod end will align with bolt hole in welded bracket on traction bar. Attach with 1/2-20 x 1-1/2" bolt and self locking nut (supplied) and secure only finger tight. (Repeat for opposite side).

NOTE: WE RECOMMEND AN 1/8" AIR GAP AS A GOOD STARTING POINT. GAP CAN BE ADJUSTED TO SUIT YOUR DRIVING REQUIREMENTS (SEE TUNING TIPS).

16. With proper traction bar snubber clearance and all bolts in place, raise vehicle, place on support stands, and tighten ALL bolts and nuts securely. Finally, re-insert the stock axle snubbers over axles with lubricating oil on tabs for easy installation.
17. Remove support stands and lower vehicle to the ground. This completes the installation.

It is usually not necessary to weld any of the factory housing brackets or axle tubes, but it is strongly recommended for added strength and dependability.

TUNING TIPS

Your rear suspension can be fine tuned for street or strip. For a good ride, the snubber air gap should be **increased**. For a firm competition ride, the snubber air gap can be **decreased**. If vehicle torque steers (pulls to left or right) under acceleration (due to the traction bars), the snubber air gap can be adjusted to eliminate this problem.

NOTE: For best results on most vehicles, passenger side snubber air gap should be less than the drivers side air gap.

After proper adjusting has been completed, your Lakewood traction bars will be a definite advantage in all of your acceleration contests.

Be sure to keep this instruction sheet for future reference. Replacement Snubbers are available for your traction bars from your local Lakewood retailer.

CATALOG #20530 – Rubber Snubbers (2/set)

CATALOG #20730 – Urethane Snubbers (2/set)

For the ultimate in traction performance, use Lakewood Drag Shocks. Whether its Professional Competition, Street/Strip, Pro Street, Street Machine or a Muscle Car, Lakewood has the shock you need. Lakewood Drag Shocks will provide superior operation over any other Drag Shock on the market today. See your local Lakewood retailer for application and price information.

TECHNICAL SERVICE

A highly trained Technical Service Department is maintained by Lakewood Industries to answer your technical questions, provide additional product information and offer various recommendations. See your local retailer of Lakewood products for specific prices.

For best results, Technical Service calls, correspondence and warranty questions should be directed to the following address:

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10601 Memphis Ave. #12
Cleveland, OH 44144

Phone: 216.688.8300
8:30 A.M. - 5:00 P.M. EST
www.lakewood-industries.com



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