PO Box 20339
11744 NE Ainsworth Circle
Portland, Oregon 97220

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Phone (503) 257-7500 • FAX (503) 257-7596

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ipd PRODUCT INSTRUCTIONS FOR 240 LOWER CHASIIS BRACE KIT

TOOLS REQUIRED
9/16" end wrench and 9/16" socket and driver, 3/8" drill and 3/8" drill bit, jack and jack stands and safety glasses or goggles.

CONTENTS OF KIT
2-lower chassis tie bars, 4 bolts, 8 flat washers and 4 lock nuts.

PRE INSTALLATION NOTES
The tie bars are identical so you don't have to worry about a left or right. The flat side goes up against the body so that tube does not interfere with the tie bar fitting flush to the body. The tie bar attaches to the front suspension cross member using pre existing holes in the cross member. The remaining end of the tie bar attaches to the control arm rear bushing holder. This is where the 3/8" hole must be drilled for attachment. ***See Illustrations on page 2 for clarification***.

1) Jack the front of the car up using the factory jack or hydraulic floor jack. If using the factory jack, raise the car as much as possible and then place an appropriate jack stand under the uni-body frame heads about 6" back from where they curve up into the engine compartment. Do the same on the other side. If you are using a hydraulic floor jack, lift the car from the front suspension cross member and carefully place a jack stand beneath each front jack support and then lower the car onto the stands, making sure that the cars seats safely onto the jack stands. Either way, give the car a gentle nudge to make sure it is stable before venturing underneath.

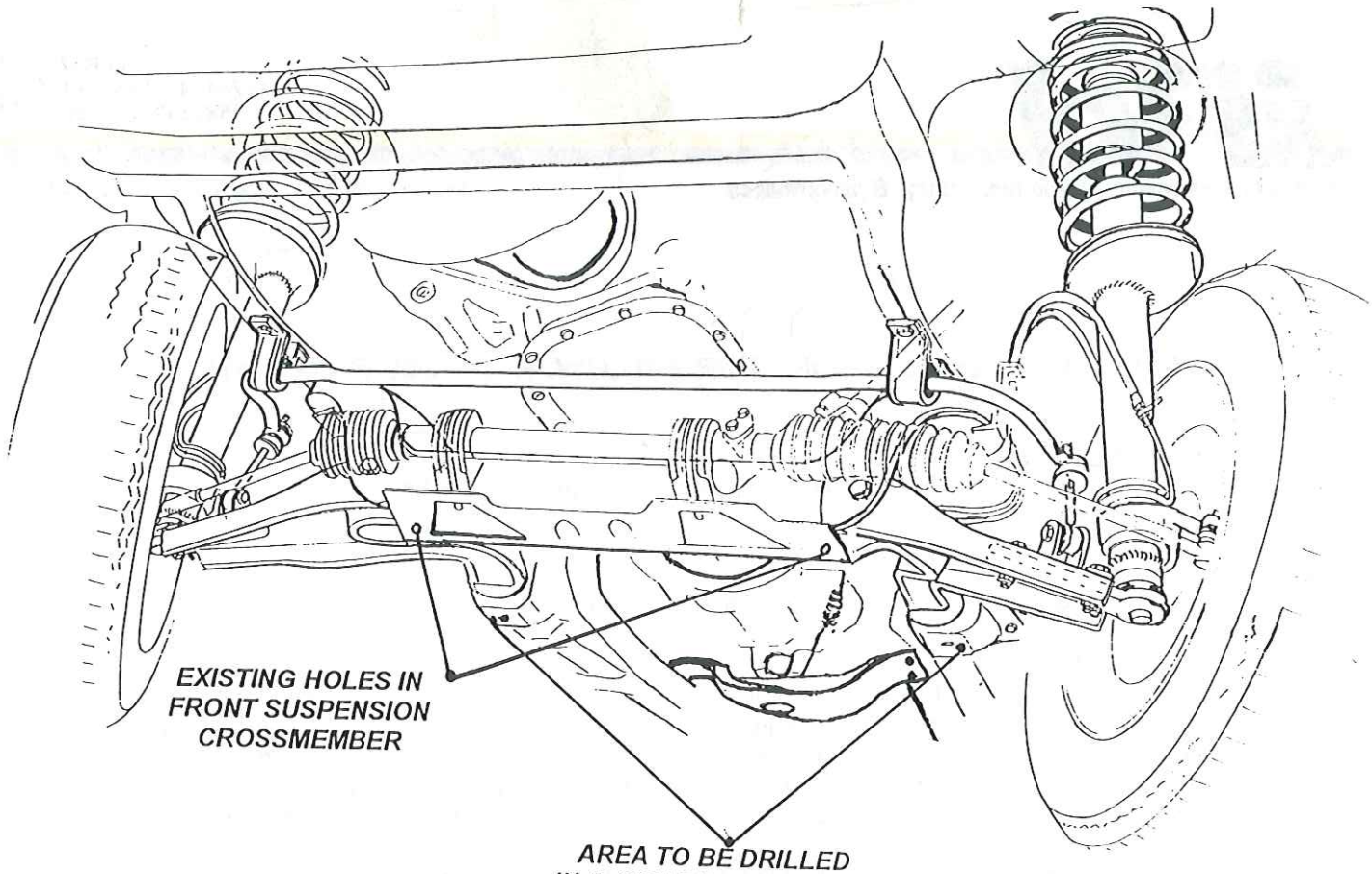
2) Locate the driver side front mounting point. It is a hole approximately 3/8" in diameter on the driver side of the front suspension crossmember. You do not need to remove the splash pan. Take one of the mounting bolts, slide a flat washer onto it and position it into the hole from the top side. With the threads protruding down through the crossmember, place one end of the tie bar into place over the threads and then install a flat washer and lock nut finger tight. Use the 9/16" end wrench to hold the bolt in place while you tighten the lock nut snugly, but not all the way.

3) Now position the other end of the tie bar onto the driver side control arm rear bushing holder to prepare for drilling. The bar mounts towards the outside (away from the center of the car) of the large hole already in the bushing holder. Put on your glasses / goggles and at a distance of approximately 1/2" from the outer edge of the existing hole, mark and drill the 3/8" hole for the tie bar. Assemble the fasteners as in the front and snug up.

4) Now torque the front fastener to 20 lbs. / ft., then do the same on the rear. The passenger side tie bar installation is the same, with the following exception. On turbo models there is a sheet metal heat shield that will need to be temporarily removed so that you can get your end wrench onto the rear fastener. Otherwise the procedure is the same.

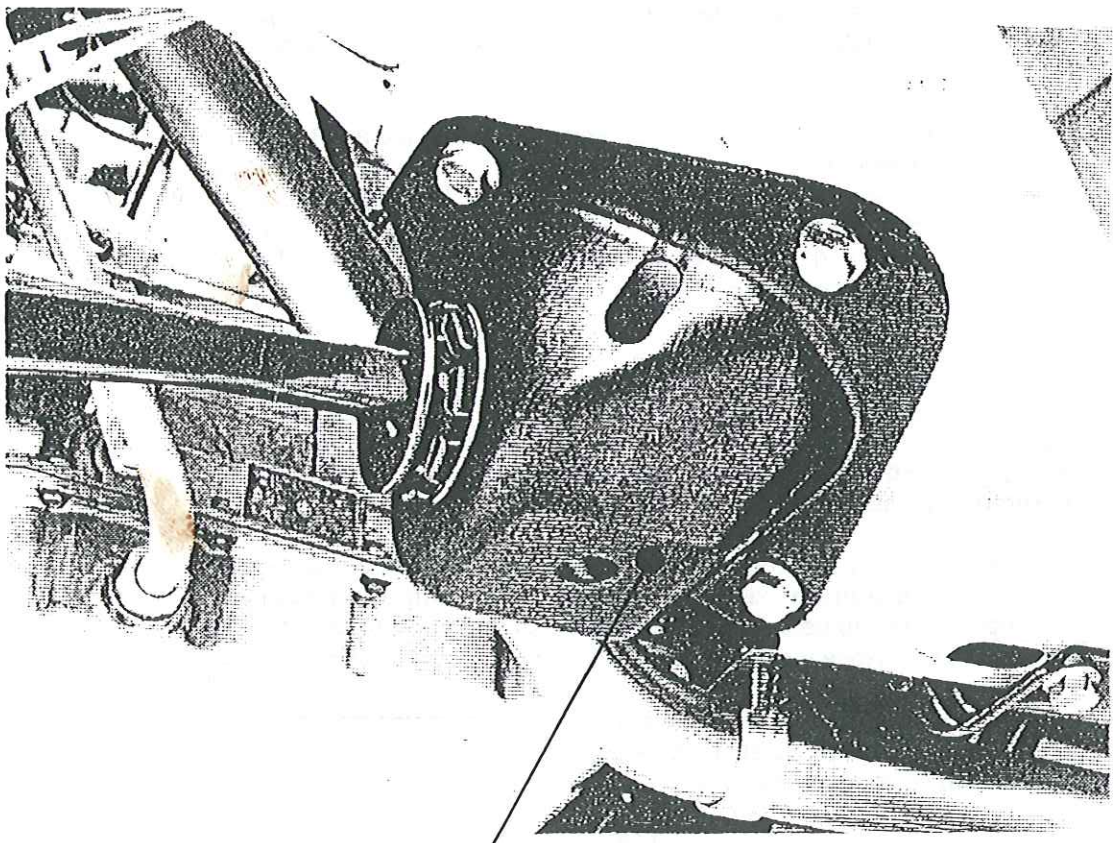
If you have any input or comments regarding the installation or performance of this product please contact us at 1-800-444-6473 or e-mail us at info@ipdusa.com. Some of the most valuable information we get is from customers and we appreciate your input as do others!

ILLUSTRATIONS ON PAGE 2 →



EXISTING HOLES IN FRONT SUSPENSION CROSSMEMBER

AREA TO BE DRILLED IN A-ARM REAR BUSHING MOUNT



CLOSE UP OF THE DRIVER SIDE REAR A-ARM BUSHING MOUNTWHERE THE HOLE IS TO BE DRILLED