

# Installation Instructions - Early A Torque Strap

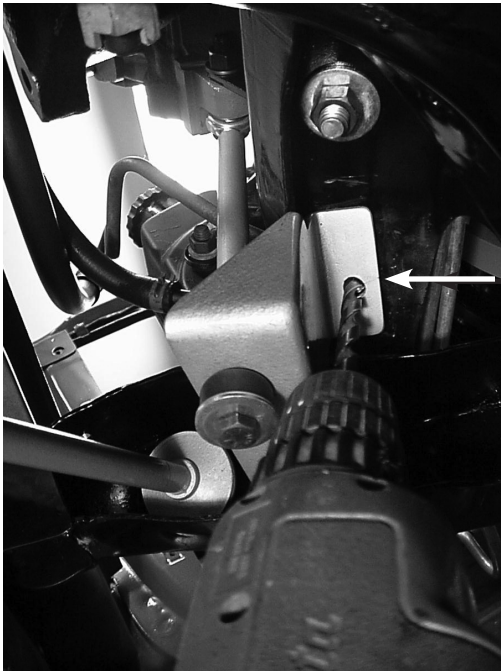
## GENERAL INSTALLATION TIPS:

If the rod end or 3/8" bushing bolt is hard to turn in the tubing, there may be metal filings from the machining process in the threads. Run the appropriate tap into the tubing to clean the threads: rod ends @ 3/8 x 24. Should you find the DOM tubing needs to be shortened (some engines may sit too low in the k-member), shorten from the bushing end of the tubing in small increments, leaving as much thread as possible. A cut-off wheel works well for this.

## EXTREME RACING APPLICATIONS:

In extreme horsepower or racing situations, the bracket should be welded to the k-member. If desired, the bushings can be removed and the washers used to mount the torque strap solid.

- 1 From underneath, bolt torque strap bracket to existing sway bar holes (circle).



- 2 Drill 3/8" hole in k-member using the hole in the bracket as a guide. Bolt bracket to K-member.

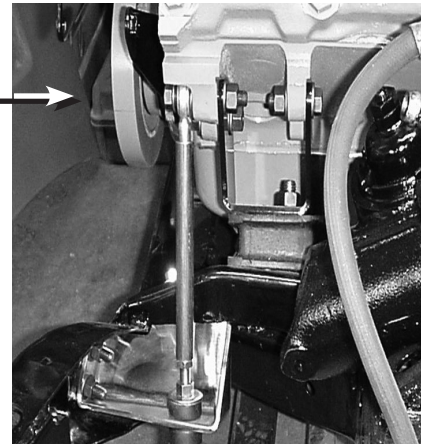
- 3 After drilling 3/8" hole (see above), bolt torque strap bracket to k-member.



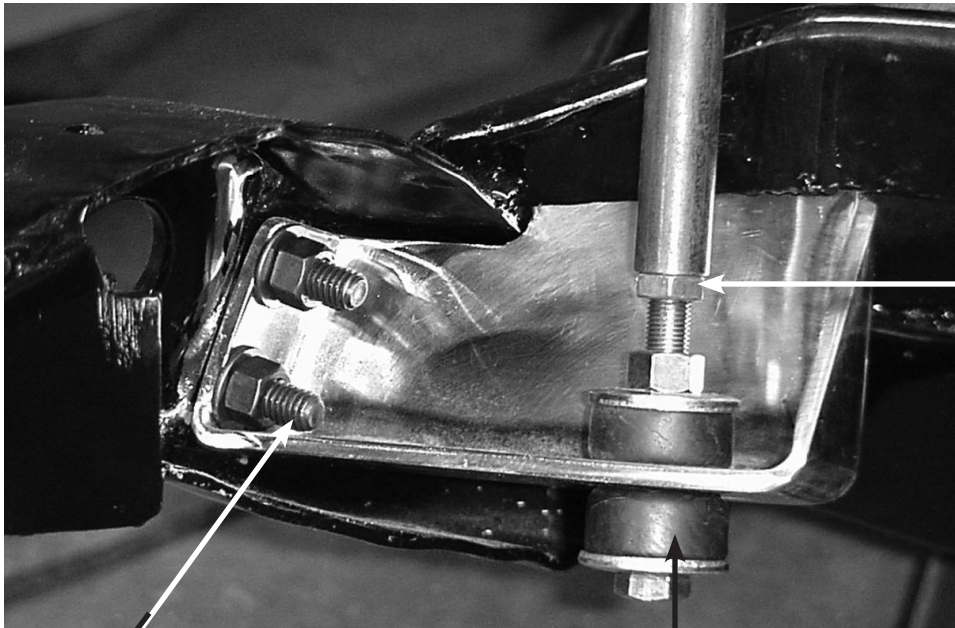
  
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**4** Position rod end onto the top lug of engine (as shown), using supplied 7/16" bolt.



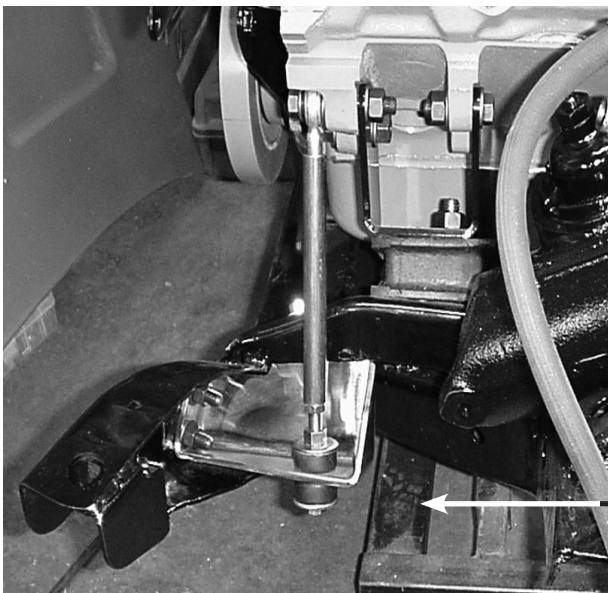
**5** After bushing assembly is installed, tighten jam nut to bushing nut as shown.



**Bracket bolted to existing sway bar holes. (Interior view).**

**Jam nut. (Shown before tightening.)**

**Bushing Assembly**



**Install bushing assembly onto bracket by threading the 3/8" bolt into the tubing from the bottom. (Overall tightness of the torque strap is determined by how tight you install the bottom bushing assembly bolt.) Then, simply tighten the top bushing nut (ballooning the bushing). Use jam nut to hold in place.**

**Finished Assembly**